

PB# 99-18

**RPA Associates
(Site Plan)**

4-2-21.2

TOWN OF NEW WINDSOR
PLANNING BOARD
APPROVED COPY
DATE: 09-26-02

PB# 99-18

RPA ASSOC.

~~~~~  
\* See Additional  
maps \*

Wilson Jones • Carbonless • S1654-NCR Duplicate • S1657N-CL Triplicate

DATE June 18, 1999 RECEIPT 039385  
RECEIVED FROM R.P.A. Associates LLC  
Address \_\_\_\_\_  
One Hundred and 00/100 DOLLARS \$ 100.00  
FOR Planning Board Application  
#99-18  
Tavern Clerk  
BY Dorothy H. Hansen

| ACCOUNT           |  | HOW PAID    |                |
|-------------------|--|-------------|----------------|
| BEGINNING BALANCE |  | CASH        | <u>7010323</u> |
| AMOUNT PAID       |  | CHECK       | <u>100.00</u>  |
| BALANCE DUE       |  | MONEY ORDER |                |

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DATE June 18, 1999 RECEIPT NUMBER 99-18  
RECEIVED FROM R.P.A. Associates  
Address 1 Executive Blvd. - Yorkers, N.Y. 10701  
Seven Thousand Two Hundred fifty 00/100 DOLLARS \$ 7,250.00  
FOR Escrow for Multi-Family Site Plan  
BY Myra Mason, Secretary

| ACCOUNT           |               | HOW PAID    |                 |
|-------------------|---------------|-------------|-----------------|
| BEGINNING BALANCE | <u>7250 -</u> | CASH        |                 |
| AMOUNT PAID       | <u>7250 -</u> | CHECK       | <u># 010324</u> |
| BALANCE DUE       | <u>0 -</u>    | MONEY ORDER |                 |

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© Wilson Jones, 1989

|             |  |  |             |  |  |
|-------------|--|--|-------------|--|--|
| PAID        |  |  |             |  |  |
| BALANCE DUE |  |  | MONEY ORDER |  |  |

BY Donalyn N. Hansen

DATE June 18, 1999 RECEIPT <sup>N U M B E R</sup> 99-18  
RECEIVED FROM R. P. A. Associates  
Address 1 Executive Blvd. - Yorkers, N. Y. 10701  
Seven Thousand Two Hundred fifty 00/100 DOLLARS \$ 7,250.00  
FOR Escrow for Multi-Family Site Plan

| ACCOUNT           |               | HOW PAID              |  |
|-------------------|---------------|-----------------------|--|
| BEGINNING BALANCE | <u>7250 -</u> | CASH                  |  |
| AMOUNT PAID       | <u>7250 -</u> | CHECK # <u>010324</u> |  |
| BALANCE DUE       | <u>0 -</u>    | MONEY ORDER           |  |

BY Myra Hansen, Secretary

1/5/01 Complete set of Plans  
in Map Roll Box

10/23/01 **PAID**  
2% Inspect fees \$13,668.00

7/23/02  
Ging 2036.60



**ENGINEERING REPORT**  
**FOR**  
**PROPOSED DRAINAGE DISTRICT**

**RPA ASSOCIATES LLC**

Windsor Highway (NYS Route 32)

Town Of New Windsor  
Orange County, New York

Prepared By:

**SHAW ENGINEERING**  
744 Broadway  
Newburgh, N.Y. 12550



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Gregory J. Shaw, N.Y. P.E. Lic. #54121

July 23, 2001

## **I. INTRODUCTION AND DESCRIPTION OF BENEFIT AREA**

The Lands of RPA Associates LLC comprise 86.2 acres of vacant land situated at the southwest corner of the intersection of Union Avenue (County Road 69) and Windsor Highway (NYS Route 32). The property contains 2 distinct development parcels that are interconnected by a narrow strip of land, 50 foot wide by 1,350 feet long. The easterly development parcel is approximately 31.1 acres in size, and is located at the intersection of Union Avenue and Windsor Highway. The southwesterly development parcel is approximately 53.6 acres and is located 2,300 feet south of Union Avenue. Access to the southwesterly development parcel will be provided by a proposed Town Road that will extend from Windsor Highway, opposite Wall Street, through the easterly parcel, and continue to the southwest through the 50 foot wide connecting strip of land. The three parcels comprising the lands of RPA Associates LLC are identified as Lots 21.1, 21.2, and 21.3 of Section 4, Block 2.

Subdivision and Site Plan Approvals were recently granted by the New Windsor Planning Board to subdivide and develop the lands of RPA Associates LLC into the following:

Lot No. 1 This newly created lot encompasses 11.24 acres of land located at the intersection of Windsor Highway and Union Avenue. The New Windsor Planning Board granted Site Plan Approval to allow the construction of 3 retail buildings totaling 79,050 SF of retail space. Stormwater generated by this project, known as the Retail Center, will be treated and detained by Water Quality/Stormwater Detention Basin No. 1 located on Parcel A. This Parcel, consisting of 2.55 acres, is located immediately south of the proposed Town Road.

Lot No. 2 This lot totals 14.36 acres and is situated between Lot No. 1 to the east and the Heritage Middle School to the west. The New Windsor Planning Board recently granted Site Plan Approval for 102 residential condominiums on this site. Stormwater generated by this project, known as the Condominium Complex, will be treated and detained by Water Quality/Stormwater Detention Basin No. 2 also located on Parcel A.

Parcel A This lot is 2.55 acres in size and contains the Water Quality/Stormwater Detention Basins for Lots No. 1 and 2 presented above. Upon construction of these stormwater management facilities, this Parcel will be offered for dedication to the Town of New Windsor. Upon acceptance, the maintenance of the facilities will be provided by New Windsor, and their annual costs will be defrayed by the property owners within the Drainage District.

Lot No. 3 This lot is 55.10 acres and encompasses the southwest development parcel and the 50-foot wide connecting strip of land. Application has not been made to, nor approval granted by the New Windsor Planning Board for the development of this parcel. RPA Associates LLC intends to submit to the Planning Board in the future an Application for the development of this parcel for both single-family detached and condominium residences.

This Report addresses the creation of a Drainage District by the Town of New Windsor for the purpose of maintaining the proposed stormwater management facilities to be constructed on Parcel A, and also for the future stormwater management facilities to be constructed on Lot No. 3. At the time the stormwater management facilities on Lot 3 are completed, they also will be offered for dedication to the Town of New Windsor. Upon acceptance of the Offer by the Town, the maintenance of these facilities will also become the responsibility of the Drainage District. Because the future residential developments on Lot No. 3, and their stormwater management facilities have not been designed at this time, this Report will address only the Retail Center (Lot No. 1) and the Condominium Complex (Lot No. 2), and the annual cost of maintaining their stormwater management facilities proposed on Parcel A.

Exhibit No. 1, Legal Description - Proposed Drainage District, provides a metes and bounds description of the proposed Benefit Area. Exhibit No. 2, designated as Drawing 1 of 3, presents an Engineering Map Of Drainage District indicating the areas to be served and the limits of the proposed District.

## **II. STORMWATER MANAGEMENT FACILITIES**

The integration of the proposed stormwater management facilities to service the proposed Retail Center and Condominium Complex is in accordance with the regulations of the New York State Department Of Environmental Conservation, SPDES General Permit For Storm Water Discharges From Construction Activities. Stormwater generated by these proposed developments will be collected by their respective stormwater collection systems prior to discharge to the basins.

### **Water Quality/Detention Basin No. 1**

Stormwater generated by the Retail Center located on Lot No. 1 will discharge to the Water Quality/Detention Basin No. 1 on Parcel A. Specific components of this basin will be the inlet piping, the outlet control structure, the outlet piping, landscaping, fencing and the basin itself. The point of discharge of Basin No. 1 will be proposed storm drainage system along Windsor Highway. This basin will be privately owned until the Town of New Windsor accepts the Offer of Dedication for Parcel A. Attached to this Report is Exhibit No. 3A, Engineering Plan Of Drainage District - Water Quality/Detention Basin No. 1, that indicates the Retail Center's stormwater management facilities located on Parcel A.

### **Water Quality/Detention Basin No. 2**

Stormwater generated by the Condominium Complex, situated on Lot 2, will be conveyed to the proposed Water Quality/Detention Basin No. 2 located on Parcel A. The components of this Basin will be the inlet piping, the outlet control structure, the outlet piping, landscaping, fencing, and the basin itself. The point of discharge of Basin No. 2 will be the drainage system within the proposed Town Road where the stormwater will flow in an easterly direction prior to discharging into the proposed storm drainage system along Windsor Highway. Similar to Water Quality/Detention Basin No. 1, Basin No. 2 will be privately owned until the Town Board of the Town of New Windsor accepts the Offer of Dedication for Parcel A. Attached to this Report is Exhibit No. 3B, Engineering Plan Of Drainage District - Water Quality/Detention Basin No. 2 that indicates the Condominium Complex's stormwater management facilities on Parcel A.

### **III. ESTIMATED COST OF STORMWATER MANAGEMENT FACILITIES**

The Drainage District will not be obligated for any costs pertaining to the construction of the Water Quality/Detention Basins Nos. 1 and 2 on Parcel A. The Developer of the subject commercial and residential projects will be responsible for these costs.

### **IV. PROJECTED ANNUAL MAINTENANCE COSTS**

The owners of the Retail Center and the condominiums will derive the benefits from their respective Water Quality/Detention Basins. Therefore, it is proposed that these owners assume 100% of the Annual Maintenance Costs, which are projected as follows:

|                                                                                                     |                    |
|-----------------------------------------------------------------------------------------------------|--------------------|
| ▪ Visual inspection of basins, appurtenances, and surrounding areas on a quarterly basis            | \$ 2,000.00        |
| ▪ Mowing of basins' grass embankments estimated at eight times per year                             | \$ 4,000.00        |
| ▪ Sinking fund towards defraying the cost of sediment removal estimated at once every 7 to 10 years | \$ 3,500.00        |
| ▪ Sinking fund towards defraying the cost of repairs, and a reserve fund                            | <u>\$ 3,500.00</u> |
| Total                                                                                               | \$ 13,000.00       |

### **V. ANNUAL COST PER USER WITHIN DRAINAGE DISTRICT**

The market value of the proposed Retail Center on Lot No. 1 is estimated at \$4,743,000. This represents a unit cost of \$ 60 per SF for the total building area of 79,050 SF within the 3 buildings. At the present equalization rate of 0.30, the Assessed Valuation of the Retail Center is \$ 1,422,900.

Based upon similar condominium projects within the Town of New Windsor, the average Assessed Valuation of a proposed condominium is estimated as follows:

|                              |   |                  |
|------------------------------|---|------------------|
| Land Value                   | = | \$ 4,000         |
| Condominium (Building) Value | = | <u>\$ 21,500</u> |
| Assessed Value               | = | \$ 25,500        |

Lot No. 3 is 55.10 acres in size, and its Market Value is estimated at \$ 1,376,680. At the present equalization rate of 0.30, the Assessed Valuation of this property is estimated at \$ 413,000.

Therefore, the Assessed Valuation of the entire Benefit Area is as follows:

Total Assessed Valuation Of Retail Center = \$ 1,422,900

Total Assessed Valuation Of Condominiums

102 Condominiums @ \$ 25,500 per Condominium = \$ 2,601,000

Assessed Valuation Of Lot No. 3 (Undeveloped) = \$ 413,000

Total Assessed Valuation Of Benefit Area = \$ 4,436,900

Tax Rate Of District For Annual Maintenance Cost

\$ 13,000 per year / \$ 4,436,900 = 0.0029300

= \$ 2.9300/\$1,000 Of Assessed Valuation

Annual Maintenance Cost Attributable To The Retail Center

\$ 1,422,900 x 0.0029300 = \$ 4,169

Annual Maintenance Attributable To The Condominiums

\$ 2,601,000 x 0.0029300 = \$ 7,621 \*

\$ 7.621 / 102 Condominiums = \$ 75 Per Condominium

\* This amount will be taxed to the Condominium Association, and the Annual Maintenance Cost of \$75 will be incorporated into the Common Charges of each Condominium Unit

Annual Maintenance Cost Attributable To Lot No. 3 (Undeveloped)

\$ 413,000 x 0.0029300 = \$ 1,210

## **VI. TAX RATES**

Within the limits of the proposed Drainage District, individual districts presently exist for each of the services listed below.

| <u>Description</u>           | <u>Fiscal Year 2001</u>                    |                   |
|------------------------------|--------------------------------------------|-------------------|
|                              | <u>Tax Rate/\$1,000 Assessed Valuation</u> |                   |
| County                       | \$                                         | 12.67640          |
| Town – General               | \$                                         | 11.00710          |
| Town – Highway               | \$                                         | 6.34870           |
| Vails Gate Fire              | \$                                         | 2.28260           |
| Water (Water District 6)     | \$                                         | 2.27430           |
| Ambulance                    | \$                                         | 0.58330           |
| School (Newburgh District)   | \$                                         | <u>66.05000</u> * |
| Total                        | \$                                         | 101.22240         |
|                              |                                            |                   |
| Sewer Bond(Sewer District 5) | \$                                         | 0.359200/Unit     |

\* Denotes the School Tax Rate for July 1, 2000 through June 30, 2001. The Tax Rate For July 1, 2001 through June 30, 2002 was unavailable due to the lack of a Budget by the State Of New York.

## **VII. ANNUAL TAX OBLIGATION FOR A CONDOMINIUM**

As presented above, it is estimated that a condominium will have an average Assessed Valuation of \$ 25,500. The tax obligation for this typical residence for Fiscal Year 2001 and School Tax Year 2000-2001 is as follows:

| <u>Description</u>         | <u>Tax Rate</u>          | <u>Tax Obligation</u> |
|----------------------------|--------------------------|-----------------------|
| County                     | \$ 12.67640/\$1000       | \$ 323                |
| Town – General             | \$ 11.00710/\$1000       | \$ 281                |
| Town – Highway             | \$ 6.34870/\$1000        | \$ 162                |
| Vails Gate Fire            | \$ 2.28260/\$1000        | \$ 58                 |
| Water (Water District 6)   | \$ 2.27430/\$1000        | \$ 58                 |
| Ambulance                  | \$ 0.58330/\$1000        | \$ 15                 |
| School (Newburgh District) | \$ 66.05000/\$1000       | \$ 1,684              |
| Drainage District          | \$ <u>2.93000/\$1000</u> | \$ <u>75</u>          |
| Total                      | \$ 104.15240/\$1000      | \$ 2,656              |

| <u>Description</u>            | <u>Tax Rate</u>  | <u>Tax Obligation</u> |
|-------------------------------|------------------|-----------------------|
| Sewer Bond (Sewer District 5) | \$ 0.359200/Unit | \$ 36 *               |
| Total Tax Obligation          |                  | \$ 2,692              |

\* Based upon 10 Sewer Units per Condominium

#### **VIII. ANNUAL TAX OBLIGATION FOR RETAIL CENTER**

It is estimated that the Retail Center will have a market value of \$ 4,743,000 and an assessed valuation of \$ 1,422,900. The tax obligation for the Retail Center for Fiscal Year 2001 and School Tax Year 2000-2001 is as follows:

| <u>Description</u>            | <u>Tax Rate</u>     | <u>Tax Obligation</u> |
|-------------------------------|---------------------|-----------------------|
| County                        | \$ 12.67640/\$1000  | \$ 18,037             |
| Town – General                | \$ 11.00710/\$1000  | \$ 15,662             |
| Town – Highway                | \$ 6.34870/\$1000   | \$ 9,034              |
| Vails Gate Fire               | \$ 2.28260/\$1000   | \$ 3,248              |
| Water (Water District 6)      | \$ 2.27430/\$1000   | \$ 3,236              |
| Ambulance                     | \$ 0.58330/\$1000   | \$ 830                |
| School (Newburgh District)    | \$ 66.05000/\$1000  | \$ 93,983             |
| Drainage District             | \$ 2.93000/\$1000   | \$ 4,169              |
| Total                         | \$ 104.15240/\$1000 | \$ 148,199            |
| Sewer Bond (Sewer District 5) | 0.359200/Unit       | \$ 22 *               |
| Total Tax Obligation          |                     | \$ 148,221            |

\* Based upon an estimate of 60 Sewer Units for the Retail Center

#### **IX. CONCLUSION**

Based upon the assessed valuations as presented above in this Report, the annual cost of the maintenance of the stormwater management facilities within the proposed



Drainage District appears to be acceptable. Implementation of this study and the construction of the stormwater management facilities will minimize the effects of development on downstream surface waters.

RPA Associates LLC intends to develop Lot No. 3 with the construction of single-family residences and condominiums. To mitigate future stormwater flows from these projects, the RPA Associates will construct stormwater management facilities similar to those of the Retail Center and the Condominium Complex. As Lot No. 3 is within the limits of the proposed Drainage District, the maintenance of the future stormwater management facilities will become the responsibility of the District with the maintenance services being provided by the Town of New Windsor. The increase costs to the District for the maintenance of these future facilities will be defrayed by the increase in the District's Assessed Valuation resulting from the future development on Lot No. 3.

EXHIBIT NO. 1

LEGAL DESCRIPTION

PROPOSED DRAINAGE DISTRICT

**& Grevas**  
**Hildreth, P.C.** LAND SURVEYORS

407 SOUTH PLANK ROAD UNIT 3, NEWBURGH, NEW YORK 12550  
TEL: (845) 566-6650

LAND SURVEYS  
SUBDIVISIONS

SITE PLANNING  
LOCATION SURVEYS

All that certain piece or parcel of land situate, lying and being in the Town of New Windsor, Orange County, New York, known as Lot No. 2 as shown on a map entitled "Sky-Lom New Windsor Development Corp. Lot Line Change Plan", said map having been filed in the Orange County Clerk's Office on 4 March 1994 as Map No. 30-94, being more particularly described as follows:

BEGINNING at at a point in the westerly line of New York State Route 32, where said line is intersected by the southerly line of Union Avenue, running thence the following courses:

1. Along the westerly line of New York State Route 32, S 42° 31' 05" W, 201.47' to a point.
2. Still along said line, S 40° 04' 08" W, 801.30' to a point.
3. Along lands now or formerly Windsor Crest Condominiums, N 50° 02' 24" W, 1,454.16' to a point.
4. Still along said lands, S 83° 36' 13" W, 102.50' to a point.
5. Along lands now or formerly Petro, S 85° 37' 57" W, 620.19' to a point.
6. Still along said lands and along lands now or formerly Maharay, S 84° 21' 39" W, 682.65' to a point.
7. Still along said lands, S 04° 18' 48" E, 1,759.92' to a point.
8. Along lands now or formerly Continental Manor, S 74° 11' 36" W 336.63' to a point.
9. Still along said lands, S 77° 07' 04" W, 927.19' to a point.
10. Along lands now or formerly Sheddin, N 04° 31' 08" W, 826.54' to a point.
11. Still along said lands, N 04° 51' 42" W, 294.04' to a point.
12. Along lands now or formerly New York State Department of Audit and Control, N 03° 49' 12" W, 818.77' to a point.
13. Still along said lands and along the rear of lots in the Park Hill Subdivision, N 84° 16' 31" E, 984.36' to a point.
14. Still along the rear of lots in the Park Hill Subdivision, N 27° 43' 48" E, 54.54' to a point.

15. Along lands now or formerly Newburgh Enlarged City School District, N 84° 21' 39" E, 914.56' to a point.
16. Still along said lands, N 85° 37' 57" E, 619.86' to a point.
17. Still along said lands, N 83° 36' 13" E, 61.67' to a point.
18. Still along said lands, N 42° 05' 30" E, 263.88' to a point.
19. Still along said lands, along a curve to the left, having a radius of 935.00', distance of 107.75' to a point.
20. Still along said lands, along another curve to the right, having a radius of 883.76', a distance of 390.56' to a point.
21. Still along said lands, N 25° 58' 07" E, 50.16' to a point.
22. Along a curve to the right, having a radius of 627.37', a distance of 488.97' to a point in the southerly line of Union Avenue.
23. Along said line, S 33° 03' 43" E, 92.97' to a point.
24. Still along said line, S 47° 37' 05" E, 56.03' to a point.
25. Still along said line, S 35° 33' 07" E, 229.34' to a point.
26. Still along said line, S 32° 56' 27" E, 141.80' to a point.
27. Still along said line, S 43° 48' 57" E, 145.97' to a point.
28. Still along said line, S 51° 44' 07" E, 150.00' to a point.
29. Still along said line, S 60° 04' 37" E, 25.45' to a point.
30. Still along said line, S 55° 24' 57" E, 192.96' to a point.
31. Still along said line, S 61° 37' 33" E, 200.44' to a point.
32. Still along said line, S 58° 03' 37" E, 167.80' to a point.
33. Still along said line, S 08° 20' 12" E, 42.33' to the point or place of BEGINNING.

CONTAINING 86.23 acres of land more or less.



RESULTS OF P.B. MEETING OF: June 22, 2005

PROJECT: RPA Associates - Landscaping P.B. # Discussion



**LEAD AGENCY:**

AUTHORIZE COORD. LETTER: Y\_\_\_\_\_N\_\_\_\_\_

TAKE LEAD AGENCY: Y N

**NEGATIVE DEC:**

M) \_\_\_\_\_ S) \_\_\_\_\_ VOTE: A \_\_\_\_\_ N \_\_\_\_\_

CARRIED: Y N

M)      S)      VOTE: A      N     

CARRIED: Y N

**PUBLIC HEARING:**

WAIVED: \_\_\_\_\_ CLOSED: \_\_\_\_\_

**CLOSED:**

M) \_\_\_\_\_ S) \_\_\_\_\_ VOTE: A \_\_\_\_\_ N \_\_\_\_\_

SCHEDULE P.H.: Y      N

SEND TO O.C. PLANNING: Y

SEND TO DEPT. OF TRANSPORTATION: Y

REFER TO Z.B.A.: M) \_\_\_\_\_ S) \_\_\_\_\_ VOTE: A \_\_\_\_\_ N \_\_\_\_\_

RETURN TO WORK SHOP: Y N

**APPROVAL:**

M) S)          VOTE: A          N          APPROVED:         

APPROVED: \_\_\_\_\_

NEED NEW PLANS: Y N

**CONDITIONS – NOTES:**

Presented new plan in rough sketch showing extended retaining walls.

Put on 7/27 Agenda for Landscaping

Mike + Mark to check height of bldg in front

# Shaw Engineering

*file*

Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
(845) 561-3695

October 9, 2003

Chairman James R. Petro, Jr. and  
Members of the Planning Board  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Re: Patriot Ridge Condominiums

Gentlemen:

In accordance with my meeting with Mark Edsall, P.E. on October 9 regarding the above referenced project, I am enclosing 3 copies of my Sketch entitled "Amended Clubhouse/Tennis Court/Pool Plan – Patriot Ridge Condominiums" that is dated October 8, 2003. This Sketch is being submitted to your Board as a Field Change to the approved Site Plan.

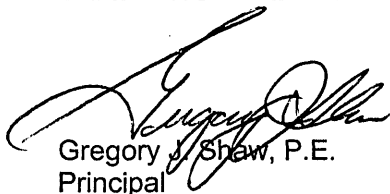
The proposed revisions reflected on this drawing are as follows:

- the lowering of the tennis court to Elevation 315.0 feet
- reflecting the actual building footprint of the proposed clubhouse
- incorporating steps to access the lowered tennis court
- the elimination of the proposed retaining walls on the easterly side of the pool and tennis court
- the adding of a handicapped ramp to access the tennis court

If additional information is required regarding the above, please contact this office at your convenience.

Very truly yours,

**SHAW ENGINEERING**

  
Gregory J. Shaw, P.E.  
Principal

GJS:mmv  
Enclosure

cc: Mike Bacbock, Building Inspector w/Enclosure  
Mark Edsall, P.E. w/Enclosure  
Mark Eickelbeck, RPA Associates LLC w/Enclosure  
Mike Norman, AVR Builders w/Enclosure (3 copies of the Sketch)



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E. (NY & PA)  
WILLIAM J. HAUSER, P.E. (NY & NJ)  
MARK J. EDSALL, P.E. (NY, NJ & PA)  
JAMES M. FARR, P.E. (NY & PA)

**MAIN OFFICE**  
33 Airport Center Drive  
Suite 202  
New Windsor, New York 12553

(845) 567-3100  
fax: (845) 567-3232  
e-mail: mheny@mhepc.com

Writer's e-mail address:  
mje@mhepc.com

## **MEMORANDUM**

**14 October 2003**

**TO: MYRA MASON, PLANNING BOARD SECRETARY**

**FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER**

**SUBJECT: RPA SITE PLAN (AKA PATRIOT RIDGE CONDO PROJECT)  
MODIFICATION OF CLUBHOUSE AREA  
PLANNING BOARD APPLICATION NO. 99-18**

Attached hereto please find the plan, which I discussed with the planning board at the end of the meeting on 24 September 2003. At that time, the board determined that it was a minor field change and that an application for an amendment was not required. This copy is for your file record only.

Please note that, based on a subsequent review by the undersigned, Greg Shaw and Mike Babcock, it was determined that handicapped access must be provided to the tennis court area. As such, this plan will be again superseded once the handicapped access route is designed.

I will provide you with that final copy, once available.

**Cc: Mike Babcock (with plan)**

NW99-18-Clubhouse Plan 101403

### **REGIONAL OFFICES**

• 507 Broad Street • Millford, Pennsylvania 18337 • 570-296-2765 •  
• 540 Broadway • Monticello, New York 12701 • 845-794-3399 •

# Shaw Engineering

Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
(845) 561-3695

September 16, 2003

Chairman James R. Petro, Jr. and  
Members of the Planning Board  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Re: Patriot Ridge Condominiums

Gentlemen:

Enclosed please find 8 copies of the Sketch entitled "Amended Clubhouse/Tennis Court/Pool Plan - Patriot Ridge Condominiums" that was prepared by this office and that is dated September 15, 2003. This Sketch is being submitted to your Board as an Amendment to the approved Site Plan.

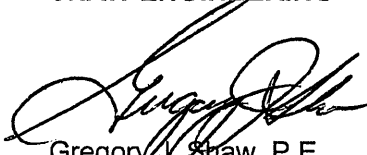
The proposed revisions reflected on this drawing are as follows:

- the lowering of the tennis court to Elevation 315.0 feet
- reflecting the actual building footprint of the proposed clubhouse
- incorporating steps to access the lowered tennis court
- the elimination of the proposed retaining walls on the easterly side of the pool and tennis court
- the adding of two handicapped parking spaces adjacent to the pool area off Epiphany Drive

If additional information is required regarding the above, please contact this office at your convenience.

Very truly yours,

**SHAW ENGINEERING**



Gregory J. Shaw, P.E.  
Principal

GJS:mmv  
Enclosure

cc: Tom Perna, RPA Associates LLC  
Mike Norman, AVR Builders w/ 3 copies of the drawing



# Shaw Engineering

Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
[914] 561-3695

July 23, 2001

Office Of Attorney For Town  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Att: Philip A. Crotty, Esq.

Re: Proposed Drainage District For  
Lands of RPA Associates LLC  
Windsor Highway and Union Avenue

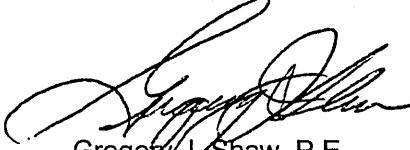
Dear Phil:

Enclosed please a copy of our document entitled Engineering Report For Proposed Drainage District – RPA Associates LLC that contains an issue date of July 23, 2001. It is my understanding that this document is the first step in the formation of the Drainage District to service the proposed Retail Center and Condominium Complex for RPA Associates LLC located at the intersection of Windsor Highway and Union Avenue.

After you, Dick McGoey and Mark Edsall have review this Report, please advise the writer as to the next step in the creation of this District.

Very truly yours,

**SHAW ENGINEERING**



Gregory J. Shaw, P.E.  
Principal

GJS:mmv  
Enclosure

Cc: Richard McGoey, P.E., Town Engineer w/Enclosure  
Mark Edsall, P.E., Planning Board Engineer w/Enclosure  
Thomas Perna, RPA Associates LLC w/Enclosure  
Town Of New Windsor Planning Board w/Enclosure



PROJECT: RPA Landscaping P.B. # —

**NEGATIVE DEC:**

M)\_\_\_\_S)\_\_\_\_VOTE: A\_\_\_\_N\_\_\_\_

CARRIED: Y\_\_\_\_\_N\_\_\_\_\_

CLOSED: \_\_\_\_\_

SCHEDULE P.H.: Y\_\_\_\_N\_\_\_\_

SEND TO DEPT. OF TRANSPORTATION: Y

VOTE: A\_\_\_\_\_N\_\_\_\_\_

Y\_\_\_\_\_N\_\_\_\_\_

APPROVED: \_\_\_\_\_

To be built according to the plan shown  
To be decided if sufficient when complete



**McGOEY, HAUSER and EDSALL**  
**CONSULTING ENGINEERS P.C.**

RICHARD D. McGOEY, P.E. (NY & PA)

WILLIAM J. HAUSER, P.E. (NY & NJ)

MARK J. EDSALL, P.E. (NY, NJ & PA)

JAMES M. FARR, P.E. (NY & PA)

☐ **Main Office**

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Millford, Pennsylvania 18337

(570) 296-2765

e-mail: mhepa@mhepc.com

**Writer's E-mail Address:**

mje@mhepc.com

**PLANNING BOARD WORK SESSION**  
**RECORD OF APPEARANCE**

**TOWN / VILLAGE OF:**

*New Windsor*

**P/B APP. NO.:**

*100-3*

**WORK SESSION DATE:**

*7 Sept 05*

**PROJECT:** NEW ☒ OLD ☐

**REAPPEARANCE AT W/S REQUESTED:**

**RESUB. REQ'D:**

**PROJECT NAME:**

*RPA. s/p. Issues.*

**REPRESENTATIVES PRESENT:**

*Greg Shaw; John (RPA)*

**MUNICIPAL REPS PRESENT:**

BLDG INSP.

ENGINEER

P/B CHMN

☒

FIRE INSP.

PLANNER

OTHER

**ITEMS DISCUSSED:**

**STND CHECKLIST:**

**PROJECT  
TYPE**

DRAINAGE

DUMPSTER

SCREENING

LIGHTING

(Streetlights)  
LANDSCAPING

BLACKTOP

ROADWAYS

APPROVAL BOX

**PROJECT STATUS:**

ZBA Referral:

Ready For Meeting

Recommended Mtg Date

☐ Y ☐ N

☒ Y ☐ N

*9-28*

SITE PLAN

SPEC PERMIT

L L CHG.

SUBDIVISION

OTHER

*① Filling & berm along Epiph - screen  
for Wind Crest to Retail*

*② Pocket of Trees -*

*③ Boulders - set @ Retail entrance & Epiph.*

*④ Clubhouse % - railings for outside stairs.*

*⑤ Wall/La-dressing Plan 3/4 Union.*

*Set for Discussion*

*9/20/05 mje.*

DISCUSSION

PATRIOT RIDGE CONDOMINIUMS - FIELD CHANGE FOR POOL  
DECK, POOLS AND SHED

Mr. Greg Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: Patriot Ridge Condominiums. In accordance with the previous procedure of your board regarding the above-referenced project, I'm enclosing three copies of my sketch entitled Amended Clubhouse, Tennis Court, Pool Plan, Patriot Ridge Condos dated May 18, 2005. The sketch is being submitted to your board as a field change for an approved site plan. The proposed revisions reflected on this drawing are as follows: The dimensions of the pool deck and raising of its elevation by five inches. What dimensions?

MR. SHAW: The dimensions of the deck have been finalized, the dimensions of the pool have been finalized.

MR. PETRO: Bigger?

MR. SHAW: Same size but maybe a couple feet off.

MR. PETRO: The sizes of the adult pool and children's pool?

MR. SHAW: Correct, I just mentioned that.

MR. PETRO: Don't you know nobody wants pools here? What's wrong with you?

MR. SHAW: Until you don't put them in.

MR. PETRO: And the 10 foot by 14 foot pool shed, I guess that's a pool shed addition?

MR. SHAW: Pool shed right along the clubhouse 10 by 14.

MR. PETRO: Ten by fourteen foot pool shed addition, that's in addition to what's already there?

MR. SHAW: Correct. Before we had the clubhouse, no changes to that, but there's a small addition 10 by 14 feet which we have added to the side of it for the equipment to maintain the pool.

MR. SCHLESINGER: For the pumps and everything?

MR. SHAW: Yes, filters, et cetera.

MR. SCHLESINGER: How come that wasn't planned before?

MR. SHAW: I can't answer that.

MR. PETRO: Second part of this problem is I believe the building department is receiving calls from people who are already living there wanting to know why this pool or clubhouse is not complete. The pool's not up and running either, is it?

MR. SHAW: No, it's not.

MR. PETRO: Then in other words why are people there? This isn't done so you need to talk to whoever's the owner of this project.

MR. SHAW: Well, I can give you a little bit of information on that. I spoke with Mike this morning, he was nice enough to give me a call and there was some issues, one was the clubhouse, when is that going to be ready, all right, and I spoke to Mark Ikelbeck (phonetic) who tells me it will probably be ready for a C.O. in two, maybe three weeks. There's a problem with the elevator where they had to go back and do some work

so that you're looking at two to three weeks off. The tennis courts I believe are functional, that's what he's told me, people have played tennis there, all right, and with respect to the pool itself, all right, the two pools more than likely they're not going to be ready this season, they have not been approved by the health department and this is a long procedure.

MR. PETRO: Let me ask you this. Why are you selling condos there or why are the owners selling condos there in the perspectus? They're showing pools and clubhouse and they're not available.

MR. SHAW: They'll be available, just a question of when, Mr. Chairman, and I can't answer you why.

MR. PETRO: I would have suggested that they don't issue a C.O. to the first condo until they were done, I think it's just not right and it's not under proper procedure. I know you're at a disadvantage because you don't really know why, obviously, the answer to me is when they sell a condo, they get paid and these things are all a drain on the economy of the project, therefore, back burner and I have already suggested to the building inspector that no more C.O.s be issued until it's complete.

MR. SHAW: What's complete?

MR. PETRO: Everything, the pools and the clubhouse which is in the perspectus, it's filed in the Attorney General's office, correct?

MR. SHAW: I believe so, yes.

MR. PETRO: If I bought a condo there saying that's what I'm going to get, there's no reason, I mean, the homeowner's association would have to meet in somebody's condo, correct, it's not a clubhouse, you can't do in it, there's a C.O. for the clubhouse?

MR. BABCOCK: No.

MR. PETRO: We can't go in and have a meeting, you get my point, you know I'm right, there's, in defense, they have to finish it, it's up to the building department whether or not they're going to issue a C.O. and I think as far as we're concerned, that it should be done the second issue is down on the corner of Union Avenue and 32, it's a mess, put in the nice brick pavers and put the trees in, it looks nice, the flag, and it's overgrown with weeds about 2 1/2, 3 feet high, we called three days in a row, we had the building department down there and for three days we've been told that it would be taken care of, taken care of is down there with a weed whacker.

MR. SHAW: I believe it was taken care of today.

MR. BABCOCK: When I called today I think my office was talking to maybe the sales office or something, wrong people, I did get a return phone call from the job superintendent saying that he was taking care of that today and the road's being swept, they're sweeping them, they told me they're sweeping them three times a week, if that's not enough, they'll sweep them more.

MR. PETRO: I don't undertaken why the planning board chairman and building inspector has to call and tell a multi-million dollar project to go down and weed whack around their centerpiece which is on the corner of Union, that's why we asked to put it there, nobody calls me up every morning says Jim, you should go shave now. Somebody should be taking care of that really, you know these people, phone call from you will go a long way and there's no reason for me to have to ask you.

MR. SHAW: It was made five minutes after I got off the phone call with Mike.

MR. PETRO: This is the second or third time.

MR. SHAW: This is the first I'm aware of it.

MR. PETRO: The other issue which is a bigger issue the pool, especially the pools, I don't know, I'll leave that up to the building department, I think the clubhouse should be finished, I can't imagine why it's not finished.

MR. BABCOCK: Mr. Chairman, last year about August when I met with them they had told me they weren't going to start the pools because of the winter months which I didn't like at all myself but quite honestly, it didn't matter because they weren't looking for C.O.s at that time, they said we're going to start the pools first thing in the spring, spring is gone, if Greg is saying they don't even have health department approval, that can take months.

MR. SHAW: I'm saying that season may be behind us.

MR. BABCOCK: Yeah.

MR. SCHLESINGER: It's a hundred degrees today and if I was buying a condo there, I wouldn't be very happy if I didn't have those facilities either but is that our issue?

MR. MINUTA: Can I ask a question? Where are they in the process for health department approval on the pools?

MR. SHAW: I don't know firsthand, I know they do not have approval.

MR. MINUTA: Cause that's a 12 or 14 week procedure.

MR. SHAW: Right now they're taking six to eight weeks



to go from the bottom of the pile to the top, I'm not doing the pool design, not sure if it's even been submitted yet. I'm not even promising the board that it has, I don't know. But I just know that the pool season is June, July and August and usually shut down Labor Day or shortly thereafter and I haven't even been there. Mike, are the pools even under construction?

MR. BABCOCK: No.

MR. SHAW: Then obviously if they're not approved by the health department they're not going to get approved and built in the next 12 weeks, so I think it's safe to say that this season is out.

MR. BABCOCK: This should be, this is definitely going to be a learning experience for any project that gets approved.

MR. ARGENIO: I'm going to tell you something, I don't know that we need to get into it right now, I've seen other projects where there are certain thresholds that need to be met cause obviously as Jim pointed out these are non-revenue producing items but--

MR. EDSALL: We've learned a lesson already. You'll note on Danza's plan as an example we're telling him that he has to have all the common improvements complete before the 51 percent percentile is hit, so we've learned our lesson. The bottom line is we can't trust good will anymore, it's got to be now on the plan that's enforceable so that if they're at 51 percent occupancy and the pools and the common facilities are not occupied and complete we say you're in violation of your site plan, guess what, we're shutting you down.

MR. SHAW: How many C.O.s are issued?

MR. BABCOCK: I don't know, Greg, I can't--

MR. SHAW: Do you think we're at 50?

MR. BABCOCK: I think you are, yeah, I do, but I don't know, I really don't know. Mr. Chairman, this is the problem when you tie these things into a C.O. you not only hurt the development, you hurt the people that are trying to close, these people have put binders on their houses, got building permits, they're going to have a closing in September or July or whenever they've sold their other house and they want to move in, that's why people are living there right now. We had to get these people in. They were living in motels and every place else that you can imagine that people were living in because the units were supposed to be done so tying the C.O.s in is not a good thing.

MR. SCHLESINGER: Back to my original question. I agree with everything but is that either building department or planning board that this has to be done, the pools have to be done before you get a C.O. for the residence, is there a code for that?

MR. PETRO: Well, as far as I'm concerned, the perspectus that's issued with the condo project that's filed with the Attorney General's office spells out what you're going to get with your condo and part of that is the clubhouse and the pools and the tennis courts.

MR. SCHLESINGER: We have reviewed the perspectus for the condos and--

MR. PETRO: They're in violation of the perspectus.

MR. SCHLESINGER: I'm looking at it as a legal issue, comes up planning board issue, that's something that we have to review and that we have to spell it out that the common areas or the pool areas, clubhouse, tennis court have got to be, have to have an approved C.O. before you get an approved C.O. for the living units.

MR. BABCOCK: Building permits, maybe not C.O. so this way there's nobody tied into that.

MR. SCHLESINGER: But then once again you get the building permits.

MR. BABCOCK: There's no bonds on these things, you know, there's no insurance.

MR. EDSALL: All private improvements, understand that if the developer defaulted, the enforcement action would be by the Attorney General's office, not by the Town of New Windsor, and again we know how well that works out.

MR. EDSALL: That's a wonderful procedure.

MR. ARGENIO: What do you want to do, Jim, I think something is in order.

MR. BABCOCK: I think the developer knows that we're not happy about these things not being done and I'm sure that Greg understands that they can't just start building a pool tomorrow, they have to get the proper approvals so what it is is what it is, there's not much you can do at this point except move forward and I don't know whether there needs to be more time and some more, you take some more time to think about what we're going to do but--

MR. SCHLESINGER: Greg, you have to get health department approval before you can start building.

MR. SHAW: That's the most prudent way of doing it.

MR. PETRO: Has this come to either yourself and/or RPA as a surprise that you're putting these condos here, is it like a big surprise why are we doing it now, why didn't the pools get started last year or when you

started the foundation in the first condo, I think getting away with it is rubbing me the wrong way, I think it's outrageous, I think it's an outrage, I'm not sure anybody is going to get away with it.

MR. SHAW: Getting back to your point about the condo perspectus, you're correct in that the developer has to provide pool and clubhouse and tennis courts, et cetera, I'd be surprised if there's anything in that perspectus that says when, so to say that they're in violation of the perspectus, read it first because I don't think they're usually including a timeframe as to when these common improvements have to be in.

MR. PETRO: Why can't we say we can do it in the year 2030, we can pick any time? If you buy a condo you're supposed to get it, very simple, you don't have to say when.

MR. KARNAVEZOS: Isn't that also part of the maintenance agreement?

MR. GALLAGHER: Are these people paying common fees right now?

MR. PETRO: I'm sure they are.

MR. GALLAGHER: With what benefits?

MR. PETRO: We're not going to get anywhere hashing it out because obviously you can't defend it, it should be built so I'm not coming down on you.

MR. SHAW: I can't defend anything tonight, Mr. Chairman, but I hear you loud and clear and I will have another conversation with him.

MR. PETRO: I don't think that's enough, I think a conversation with the owners and developers is not enough, we should take some form of action to do

something, maybe the pools are extreme because you have to wait 12, 14 weeks, why you waited until you built 103 condos to say gee, now we should put pools in is just amazing, when I ride by, I would just assume those people had pools.

MR. SHAW: In all fairness, if Mr. Danza's allowed to build 50% of his units before he has the pool in, we should be allowed that latitude also.

MR. PETRO: I didn't say that.

MR. SHAW: But I'm saying in all fairness, if the board agreed that he can go up to 50% without having the common improvements in we should get a pass to that point also. Now if we're 80 percent over, well, shame on us because there's a lot more units that have C.O.s above the 50 percent, Mark, I don't know how far we violated, what the board considers to be a reasonable threshold.

MR. PETRO: To me reasonable threshold is one, that's what mine would be. And I can tell you anybody else that comes in won't have the conversation.

MR. SHAW: But Mr. Danza just got approval for 51 percent.

MR. PETRO: From who?

MR. SHAW: From this board.

MR. BABCOCK: No, no, I don't think so.

MR. PETRO: He's just a hypothetical.

MR. EDSALL: Yeah, I believe that number, the percentage may not be set but that's one of the issues open on Danza's plan is that having, he doesn't have approval yet is that I have a concern that there has

not been any percentage or any control over when the common improvements get done.

MR. BABCOCK: Tomorrow I can give you the percentage of what's there, if that can help your decision.

MR. PETRO: Well, you already know how I feel, if there's one C.O. it's too many without the pool and the clubhouse.

MR. BABCOCK: I'll do whatever this board directs me to do.

MR. PETRO: But your other point is very well taken, normally when you hold up a C.O. you're only hurting the family that's moving in, of course the seller is not getting the revenue from the closing, but it's more important to the family that's living in a hotel.

MR. SCHLESINGER: Maybe address it for something a little bit further down the road so therefore people that may be in three months from now should know what to expect.

MR. PETRO: He's getting calls already, he, Mike, you received calls today about the clubhouse not being done.

MR. BABCOCK: I think yesterday.

MR. PETRO: Any calls about the pools?

MR. BABCOCK: No, not to my knowledge, just the clubhouse.

MR. PETRO: Well, first let's do this as far as the corrections to the plan, the field changes I certainly wouldn't have a problem with them, they're very minor in nature, I can't see how it could possibly affect the overall plan. Does anybody disagree with that and want

to see any other change on the plan?

MR. ARGENIO: I agree with you.

MR. PETRO: If a deck is one foot one way or the other and the size of that plan there I think it's very minor in nature.

MR. EDSALL: No, I think it's minor.

MR. SCHLESINGER: Even though it's minor, the shed doesn't need any short of--

MR. EDSALL: No, probably where the shed issue came up was they most likely anticipated in the basement of the clubhouse having a portion allocated to pool use, they probably decided to keep it as an outbuilding.

MR. BABCOCK: Right in the middle of the project.

MR. PETRO: Gentlemen, the shed itself doesn't create any nonconformities?

MR. SHAW: No.

MR. PETRO: So nobody has a problem with that. The other issue, Mike, I'll tell you what we're going to do, you're going to field the calls, you can take care of it, if you feel it necessary for a recommendation from this board and it's out of control and you're getting nowhere with the owners of the project, report back to us and we'll make a recommendation to you to put a stop work order.

MR. BABCOCK: Okay.

MR. PETRO: That gives you time to do your homework and find out what's the percentage that's occupied where you're going and try to get some date line on when the pools and the, and especially I think more importantly

at this point would be the clubhouse to get it done so these people with the homeowners' association have a place to meet.

MR. SHAW: I would agree, I would based upon my conversation with Mark Ikelbeck today I would think they'll have the C.O. in his hand within 30 days, he mentioned two to three weeks, 30 days is more than reasonable, from what I understand it's sheetrocked, there was just a problem with the elevator.

MR. PETRO: I was in the clubhouse a year ago on a site visit and it was sheetrocked.

MR. BABOCCK: I think that's the issue, I was there last August and it was pretty much ready to go then.

MR. PETRO: Okay, so we have an understanding so in 30 days we'll get back to Mike, find out what's going on with the, at least with the clubhouse and give us an update with the pools.

MR. BABCOCK: Okay.

MR. PETRO: But I don't think Greg that it's really not the right thing, it really isn't, I think it's like sham on you guys, really not a good deal.

MR. SHAW: I'll pass that on to him first thing in the morning.

MR. PETRO: And the grass on the bottom, thank you.

MR. SHAW: And the grass on the bottom.



PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 03/02/2006

PAGE: 1

LISTING OF PLANNING BOARD FEES  
SITE PLAN BOND

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | DESCRIPTION-----  | TRANS  | --AMT-CHG | -AMT-PAID | --BAL-DUE |
|------------|-------------------|--------|-----------|-----------|-----------|
| 01/31/2006 | SITE PLAN BOND    | CHG    | 91400.00  |           |           |
| 03/02/2006 | REC. CK. #0008748 | PAID   |           | 91400.00  |           |
|            |                   | TOTAL: | 91400.00  | 91400.00  | 0.00      |

*S Zappolo*

P.B. #99-18 Site Plan Bond

THIS DOCUMENT CONTAINS ULTRAVIOLET FIBERS, A CHEMICALLY REACTIVE VOID STAIN FEATURE, A MICROPRINTED SIGNATURE LINE, BLEED THROUGH NUMBERING, AND AN ARTIFICIAL WATERMARK ON THE BACK.

PATRIOT RIDGE DEVELOPMENT, LLC

1 EXECUTIVE BLVD  
YONKERS, NY 10701  
914-965-3990

FLEET BANK  
78882 COMMERCIAL R/S NYC OFFICE  
MELVILLE, NY 11747

0008748

210

DATE

03/01/2006

CHECK AMOUNT

\$ \*\*\*\*\*91,400.00

PAY

NINETY-ONE THOUSAND FOUR HUNDRED DOLLARS AND ZERO CENTS\*\*\*\*\*

PATRIOT RIDGE DEVELOPMENT, LLC

TO THE  
ORDER  
OF

Town Of New Windsor  
555 Union Ave  
New Windsor, NY 12553



⑈008748⑈ ⑆021000322⑆ 94197 80166⑈



March 1, 2006

Ms. Myra Mason  
Secretary to the Zoning Board of Appeals  
Town of New Windsor  
555 Union Avenue  
New Windsor, New York 12553

**Re: Patriot Ridge Development, LLC.**  
Patriot Ridge Cash Completion Bond

Dear Ms. Mason,

Please find enclosed check #0008748 in the amount of \$91,400.00 (Ninety One Thousand Four Hundred Dollars) representing the Cash Deposit Bond to be held by the Town of New Windsor in a Trust Account to guarantee the completion of certain private improvements that remain to be done for the project known as Patriot Ridge.

The remaining items are itemized on the attached memorandum from McGoey, Hauser and Edsall dated January 31, 2006.

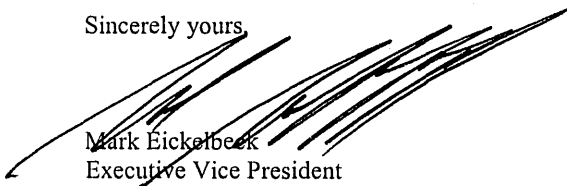
This Bond is being submitted with the understanding that this will facilitate the release of the final Certificates of Occupancy for the remaining buildings in the project, namely Buildings #18, #19 and #20.

Notwithstanding some of the specific items listed on the engineers' estimate, it is understood that the outstanding work of "grass establishment" and "miscellaneous landscaping (replacements)" is only pertaining to Buildings #15, #16, #17, #18, #19 and #20. Once it has been established in the Spring that the landscaping that has already been installed is indeed "alive", and once grass has been established, that those line items will be deemed complete.

It is my further understanding that the release of this Bond is merely an administrative function which will be completed by you upon a report from the Town Engineer that the work has been completed to their satisfaction.

Your attention to this matter is most appreciated and we thank you in advance for your time and consideration in this matter,

Sincerely yours,



Mark Eickelbeek  
Executive Vice President  
Patriot Ridge Development, LLC.

Attachments  
ME/eg

AVR Homebuilders  
1 Executive Boulevard  
Yonkers, NY 10701

phone 914.965.3990  
fax 914.423.4526

Vendor: town5 Town Of New Windsor

Date: 03/01/2006 Check No: 00008748

| Invoice  | Date     | Description           | Gross Amt | Adjusts | Net Amount |
|----------|----------|-----------------------|-----------|---------|------------|
| d030106a | 03/01/06 | pr RPA punchlist bond | 91400.00  | 0.00    | 91400.00   |

0008748

|                |         |          |      |          |
|----------------|---------|----------|------|----------|
| check subtotal | ----->> | 91400.00 | 0.00 | 91400.00 |
|----------------|---------|----------|------|----------|



**McGOEY, HAUSER and EDSALL**  
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E. (NY & PA)

WILLIAM J. HAUSER, P.E. (NY & NJ)

MARK J. EDSALL, P.E. (NY, NJ & PA)

JAMES M. FARR, P.E. (NY & PA)

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(845) 567-3100

fax: (845) 567-3232

e-mail: mhenry@mhepc.com

Writer's e-mail address:

bmasterson@mhepc.com

MEMORANDUM

(via email)

31 January 2006

**TO: MARK J. EDSALL, P.E., PRINCIPAL**

**FROM: BRENDAN MASTERSON, CPESC**

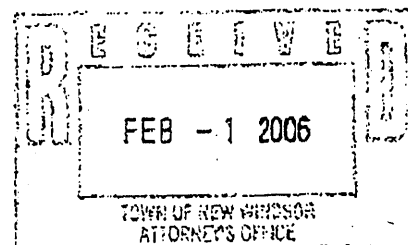
**SUBJECT: RPA PUNCHLIST - BOND ESTIMATE**  
**NEW WINDSOR**

PB 99-18  
99

Pursuant to your request, our field representatives have compiled a punchlist of outstanding items that need to be completed in order to finish the residential section of RPA. I have taken those items and assigned and estimated cost to complete for the purposes of the developer to submit a bond amount to the Town. All items have been simplified to a lump sum basis.

|                                             |          |
|---------------------------------------------|----------|
| Manhole parging- 18each                     | \$ 5,400 |
| Pressure test sewer main -- MH5 to MH5A     | \$ 500   |
| Erosion Control Maintenance                 | \$ 6,000 |
| Dumpster installation (bldg 20)             | \$ 200   |
| Dumpster building (bldg 17)                 | \$ 2,000 |
| Asphalt top course - John Hancock Ct (70tn) | \$ 5,300 |
| Misc drives (16ea)                          | \$ 6,000 |
| Curb - John Hancock Ct                      | \$ 1,000 |
| Misc curb repair                            | \$ 3,000 |
| Pool and storage building areas, complete   | \$40,000 |
| Grass establishment (misc bldgs)            | \$ 5,500 |
| Misc. landscaping (replacements)            | \$15,000 |
| Street light - John Hancock                 | \$ 1,500 |

**Total: \$91,400.00**



REGIONAL OFFICES

- 507 Broad Street • Millford, Pennsylvania 18337 • 570-296-2765 •
- 540 Broadway • Monticello, New York 12701 • 845-794-3399 •

**McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.**

RICHARD D. MCGOEY, P.E. (NY &amp; PA)

WILLIAM J. HAUSER, P.E. (NY &amp; NJ)

MARK J. EDSALL, P.E. (NY, NJ &amp; PA)

JAMES M. FARR, P.E. (NY &amp; PA)

**MAIN OFFICE**

33 AIRPORT CENTER DRIVE

SUITE 202

NEW WINDSOR, NEW YORK 12553

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**MEMORANDUM**


(via fax)

31 October 2005

**TO: MICHAEL BABCOCK, TOWN BUILDING INSPECTOR**

**FROM: MARK J. EDSALL, P.E., ENGINEER FOR THE TOWN**

**SUBJECT: SITE COMPLETION REVIEW  
RPA (PATRIOT RIDGE) MULTI FAMILY SITE PLAN  
NEW WINDSOR P.B. APP. NO. 99-18**



During the week of 24 October 2005, representatives of our office visited the subject site to review the completion status of the subject application. This is an ongoing review, given the project size and multiple buildings thru the project.

Our review concentrated on the easterly and northerly side of Ethan Allen Drive, effectively the Union Avenue side of Ethan Allen, plus the clubhouse area. The site work in this area appears to be substantially complete and in general conformance with the site plan approved by the planning board.

We see no problem with your office proceeding with a Certificate of Occupancy in connection with the buildings in the portion of the site. To our understanding, these would be buildings 3 thru 12 (obviously many of the lower numbered buildings already have issued C of O's)

NW99-18-Site Compl Memo 10-31-05.doc  
MJE/at

**REGIONAL OFFICES**

• 507 BROAD STREET • MILFORD, PENNSYLVANIA 18337 • 570-296-2765 •  
• 540 BROADWAY • MONTICELLO, NEW YORK 12701 • 845-794-3391 •

DISCUSSION\_-RPA

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MR. PETRO: Before we quit, Mike or Myra, maybe you can answer, I had asked Mr. Shaw to show up tonight for the RPA down in the corner for the landscaping on the corner where they're building the big building, does anybody know what happened to him?

MR. BABCOCK: Number 2 was canceled.

MR. EDSALL: I think he had a scheduling problem but I know in speaking with Greg they fully intended to let the area stabilize after they got this grading done and put in the retaining walls, the extensions that they had given you a concept idea on and I believe they were having a landscaping plan prepared to fit in with the walls they had designed.

MR. PETRO: The other part of my question is if you go down 32, there's a new entranceway that goes up into the site, he has all the boulders placed there with dirt up against the boulders. Did you see that? Did anybody see that?

MR. BABCOCK: No, I have not seen that. Using that as a retaining wall.

MR. PETRO: He took the boulders off the property using it as a retaining wall, for lack of a better word, I think that sucks. And we're going to, I want to take it out of there, you've got a one hundred million dollar project there and we're using boulders, it just doesn't fit.

MR. SCHLESINGER: What's happening with the clubhouse there?

MR. BABCOCK: The clubhouse still as of today does not have a C.O.

MR. PETRO: Clubhouse with no C.O.

MR. BABCOCK: They're close.

MR. PETRO: We're going to have to get him in, I know he was coming tonight, was going to discuss it, I told him to come to the meeting.

MR. BABCOCK: Jim, there was also another section that was between the commercial residential that there was a large wooded area, large, I call it large, they call it small and they cut it down, all the trees were dead so I told them that I have wanted them to prepare a landscape plan for that area that this board said that you wanted that.

MR. PETRO: All the trees died for a simple reason, they loaded up 6 feet of fill around each tree.

MR. BABCOCK: Now they're going to have to plant some trees.

MR. PETRO: Look at that and the landscaping plan in front and change the other entranceway if that's the best we can do is push some boulders out there and call that landscaping, I think we'll take up a collection.

MR. BABCOCK: Well, we have to see what the plan, they had to have something on the plan for retaining walls.

MR. PETRO: We need to look at the whole landscaping plan, this is not working and I have talked to him, I went to the site up on the site and talked to him personally and they showed me on the site what they were going to do, put it on paper, I'll show you, no, come in and show the board and he was supposed to be here tonight with them. So what we'll do is let's schedule him for the 14th, if nothing's happened by the 14th then we'll have to start on C.O.s again so we get somebody's attention.



MR. BABCOCK: Okay.

MR. PETRO: Anybody in disagreement with that? He's got the clubhouse which is not done, if I'm living in one of those condos, I paid \$350,000 and in the perspectus it says clubhouse and you can't go there.

MR. EDSALL: The railings going down the stairs to the tennis courts have no railings, he's just got it taped off on the thing.

MR. PETRO: How come they can frame six new units up on the hill but can't put a railing on the stairs? So do we need to get somebody's attention?

MR. BABCOCK: Apparently we can.

MR. EDSALL: Seem to be focused in the wrong direction.

MR. BABCOCK: He came in on June 8, I think the date was, and he said that Greg Shaw said that he thought two weeks and then by the time the meeting was over and you guys said we're on him pretty hard, he said within 30 days they would have the C.O. for the clubhouse and they can use it, that was June 8.

MR. SCHLESINGER: I even said that we canceled the meeting before this which would give him more time irrelevant though because you have to give him the C.O.

MR. PETRO: Well, here's what we're going to do, I'm going to call him myself or I'll stop down at the office and by the 14th if it's not corrected or have a complete set of plans then the C.O.s will be held up because he's got a lot of C.O.s.

MR. BABCOCK: Sure.

MR. PETRO: How about building permits, pretty much

done with those?

MR. BABCOCK: He may need two, I think there's two left.

MR. MINUTA: Are those tennis courts being used that don't have railings, are they being used?

MR. BABCOCK: No, not to my knowledge.

MR. SCHLESINGER: No, they have a C.O. though.

MR. BABCOCK: No.

MR. PETRO: I'm surprised just in general that you can have such an elevation on that front building and to put up a retaining wall like that and think that that was going to be sufficient, it just amazes me.

MR. SCHLESINGER: Didn't they have to go to the zoning board?

MR. BABCOCK: They were in the zoning board for preliminary Monday night for it's actually an 11 foot high variance they're asking for, they need one foot for the building and for the decorative--

MR. PETRO: What's that got to do with the retaining wall?

MR. BABCOCK: I'm just saying their building is 11 foot higher than what you guys approved.

MR. MINUTA: Eleven feet higher?

MR. PETRO: With the cupola, it's actually one foot but if you had a cupola in the center, you have to by law consider that.

MR. BABCOCK: But you guys considered that when you

approved it.

MR. PETRO: I don't like the retaining wall, I don't like the way it looks and I still, Mark, were you there when I was there where the curbing is down to even if they tear out the walls, there's not enough, not in height there's not enough width to get up high enough, the curbing is right there, it's only 15 feet off the road.

MR. BABCOCK: Because they step in.

MR. PETRO: You have to go in as you go up and I said I don't know how you're going to do that, that's why I was hoping tonight to see the plan and I'm not an engineer, I know you can't do it.

MR. BABCOCK: Normally the construction I see you put the retaining walls in first then you build to them.

MR. PETRO: Well, the last thing I said when I left there I argued with the foreman who said no, no, no problem, he probably thinks I sell shoes during the day, I said listen, you can tell me all no problems, no problems that you want, but you, if you can't demonstrate on the maps the curbs coming out you may need a variance for your building or take part of it down because that's got to be done correct. And I told him it's got to go 80 or 90 feet up the road, not 12 feet whatever they have there. I don't know why this is a problem, I really don't know about you, Mr. Engineer, what do you think?

MR. EDSALL: They seem to be running into a lot more problems than the average developer but they have been demonstrating that ability right from the beginning.

MR. PETRO: Imagine if we had 536 units like somebody else wanted to put there and we can't deal with 103. It's a mess,

MR. BABCOCK: Mr. Chairman, we'll have somebody go to the site tomorrow for the entranceway and landscaping.

MR. PETRO: You can go there tomorrow and tell them the boulders have got to go.

MR. GALLAGHER: Are they having the same problems over in Dutchess because they're building across from the stadium same project?

MR. MINUTA: I think you're right.

MR. EDSALL: That's them.

MR. GALLAGHER: Are they having the same problems?

MR. BABCOCK: I don't know.

MR. BABCOCK: Well, we have similar problems on all projects, it's fine to put it on a piece of paper but sometimes it doesn't work in the field and as long as they respond and fix it, there's really no issue.

MR. PETRO: I agree, I went there, set up a time, it was three weeks ago and they're supposed to be here on the 24th.

MR. EDSALL: They're just not giving it the attention it deserves.

MR. BABCOCK: We can get their attention.

MR. PETRO: Get the attention to build a condo and sell it, that gets the attention, all right, we're going to, no sense of beating a dead horse, I'm going to go there and tell them that it is next meeting I'd like to see a finalized plan, Myra says they have a new plan, landscaping plan, but why didn't he represent it tonight just because something happened?

MR. BABCOCK: Apparently something happened cause--

MR. EDSALL: He was planning on being on the agenda, must of had a problem.

MR. BABCOCK: Unless he's afraid to come in front of this board.

MR. PETRO: Shouldn't be afraid, it's not a matter of being afraid.

MR. BABCOCK: That was only a joke, Mr. Chairman.

MR. MINUTA: It would be nice to see a landscaping plan.

MR. MASON: Maybe he couldn't find a parking spot.

MR. MINUTA: I feel like I'm driving down a corridor of dirt and masonry of what's going to be masonry.

MR. PETRO: Looks like a canyon but he has a landscaping plan that we approved so he's got to follow that.

MR. MINUTA: Landscaping and topo the same from the previous?

MR. PETRO: Only thing I can think of something changed in the field with the height of that Belgian block curb, something changed and now they're too high and too close to Union Avenue, so I think that's why they're having a hard time trying to figure out how to get that height in 12 feet.

MR. MINUTA: Is the building in the proper location?

MR. PETRO: I have no idea, should ask him for an as-built on that building to see if it's in the right

spot.

MR. MINUTA: Do we know if the building was staked in the right position?

MR. BABCOCK: No, we don't, I mean, they've got to give me an as-built.

MR. MINUTA: I haven't seen the plans prior to this but I would assume that if it's that close, the roadway's that close to it, perhaps they may have been located closer to the road than was required.

MR. EDSALL: Or they built the pad higher than it was supposed to be.

DISCUSSION

RPA ASSOCIATES SITE PLAN

MR. PETRO: RPA Associates site plan corner of Union Avenue and landscape discussion.

Mr. Greg Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: I asked Mr. Shaw to come in and go over the landscaping on the corner. As it stands now, you know, it's a very focal point of the town and frankly we're not overly enthused at the way it looks. I know you've been working on it and I don't want to be too critical till it's done but the, I know I've talked to you privately, I'm kind of talking to the rest of the people in the room, just needs to be addressed and I know that you've showed me a plan we're trying to address it but something needs to be done so that's why he's here at our request.

MR. SHAW: Thank you. Let me tell you what you're looking at at that intersection, it's a work in progress, what they're doing now is bringing in fill and raising the grade around that retail building that's under construction. Right now you have a steep embankment because they're grading the fill as they're bringing it in so they had fill passed the curb line and Mr. Petro when he rode by, I flagged him down and I showed him what I was talking about but it is a steep bank.

MR. PETRO: You flagged me down or I flagged you down?

MR. SHAW: Well, thank you. It is a steep bank, probably one-on-one slope as it exists today but it will be cut back, the drawings that were approved by this board show a one-on-three slope on Windsor Highway, you'll get a one-on-three slope. The drawings

also show a one-on-two slope on Union Avenue approved, you'll get that one-on-two slope, there's nothing changed from the drawings that was reviewed by the board but it is imposing, it's at a 45 degree angle but again they're bringing in the fill and it will be cut back to those slopes. The point that the chairman made is that he wanted that embellished right now. We have a planter area with some trees which this board approved that were installed in accordance to the approved plan, the developer has taken no short cuts whatsoever, the board is getting what they wanted. The position of the chairman and I'm assuming this board is that they'd like to have some more of what they've done and on very short notice cause I only was informed Monday about coming before this board was to come up with a rough sketch as to how we would expand the walls. If you take a look at this drawing, you'll see the boxes that are called, that's the existing retaining wall, they're the ones that are not shaded, they presently exist, there was a third tier there originally but that was removed when the shaded boxes are an extension of the wall so what you have is a lower tier of your wall with a 6 foot wide planting area which is consistent with what presently exists. Then you'll have another three foot high wall with a five foot planting area behind that and finally on top the third tier will be a three foot high wall also we think this is quite an extra expense my client's going to incur while it doesn't look like much at \$25 per square foot of base and considering if it's 3 feet high it's about \$100 a running foot just for the wall is 25 grand, we haven't talked landscaping yet.

MR. PETRO: You know how we feel about money. Want to share the profit on the condos with us?

MR. SHAW: My point is what my client has provided is what the board approved, you're asking for more, he's giving you more, but it's not a cheap number.



MR. PETRO: I understand it looks like hell, it's a focal point of New Windsor and it's just better for everybody you don't have landscaping shown here so you're going to continue with this plan.

MR. SHAW: We're going to develop that plan and present a landscaping plan similar to the plan we prepared for the original walls and the landscaping for this board to review.

MR. PETRO: Mark, the code one-on-two, one-on-three, what's it, I mean, we approved one-on-two on 32 side and one-on-three on Union Avenue side.

MR. EDSALL: Code restriction applies to areas adjoining town roads so this is adjoining a state road and a county road so but it's under your purview as part of the site plan review so I think you're moving in the right direction.

MR. PETRO: We're not going to hold you up obviously you're working on it, you have to show us the landscaping, we talked a little bit the trees, talking finalize this plan and come to the next meeting.

MR. SHAW: I will not be finalizing the landscaping, that's done by the landscape consultant and I have not talked to him yet and the next meeting is four weeks away.

MR. PETRO: Yes.

MR. SHAW: That's reasonable.

MR. PETRO: Number 2, Mr. Schlesinger asked me today I didn't know the answer you want to ask him, go ahead.

MR. SCHLESINGER: I was just curious how we're doing on the clubhouse.

MR. SHAW: I mentioned it to the super two days ago when I was in the field and the chairman stopped by, he told me the latter part of this week, the telephone for the elevator should be complete, the telephone system with the elevator being finalized the first part of next week, it's now been two weeks since I've been before this board and I told them very clearly that the board said four weeks and I told him that the clock is ticking and he fully understands that and does not think there will be a problem.

MR. SCHLESINGER: He's going to have a gift of another two weeks because we're not going to have another meeting.

MR. SHAW: But you do have a building inspector.

MR. SCHLESINGER: That's correct, you can come back in four weeks and tell us it's done and we'll all be very happy.

MR. PETRO: Let the minutes show that I did a site visit yesterday also that's why I'm privy to what's going on down there, plus you just have to ride by and take a look anyway. The height of the building in the front is 35 feet?

MR. SHAW: I don't know what it is but it's below 35 feet.

MR. EDSALL: We haven't done any measurements, no.

MR. PETRO: That's the code there, correct?

MR. EDSALL: I believe it is.

MR. PETRO: It's every bit of that so you're going to to take a look, may or may not need a variance.

MR. BABCOCK: Jim, that's part of the PUD so that may

not be the truth, we have to find out.

MR. EDSALL: May not be set by the zoning.

MR. PETRO: I may be wrong, let's look tonight it looks high, I don't know that it's correct, I want to know that it's right and that will be the end.

MR. SHAW: I'm sure it's under 20 feet, it's only one story.

MR. PETRO: What's under 20 feet?

MR. SHAW: The height of the building, it's a one story retail, what do you have, maybe ten feet?

MR. PETRO: I think the roof is 20 feet to the peak, they added the trusses are 20 foot to the peak plus 14 foot probably whatever it is, it is, find out and get back, I'm not trying to cause problems but if it's got to be right, it's got to be right. Okay? Anything else on the landscaping gentlemen? He's going to prepare a plan.

MR. SCHLESINGER: Just make a note that I had driven by that today, they have been working on it for the last couple of days.

MR. SHAW: Yeah, it's almost to grade and when they do them they'll put in the curb then they'll know where the embankment is and shave it back to those slopes.

MR. PETRO: Before he leaves one other thing on the emergency access up on the top where you put the pavers in I rode by again today noticed there's not a pipe underneath that kind of goes down into a swale that goes down under, where is the water collecting to the west side, is there a pipe?

MR. BABCOCK: There is a pipe.

MR. EDSALL: Should be drainage.

MR. PETRO: My second question is take the pavers themselves or the driveway access does not have a negative slope to it and I don't know if that's something you need to look at.

MR. BABCOCK: We actually we just actually had them down there last week to look at that and I didn't get anything back saying that there was a problem but I'll talk to the guys from Mark's office.

MR. EDSALL: That's grass pavers as I remember?

MR. ARGENIO: Yes.

MR. PETRO: Well, would it have a different criteria than a normal drive being it's only a gated access for emergency purpose?

MR. BABCOCK: It may have.

MR. PETRO: We don't want the county going by or somebody from DOT saying why no negative slope.

MR. EDSALL: County's going to have to write off.

MR. PETRO: It goes right into it with a flair and that's the end of it so look into that.

MR. EDSALL: Will do.

MR. BABCOCK: Yes.

MR. PETRO: Greg, I guess you're done.

MR. SHAW: Thank you.

# Shaw Engineering

file 99-18  
Consulting Engineers

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P.O. Box 2569  
Newburgh, New York 12550  
(845) 561-3695

January 2, 2004

Building Department  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Att: Michael Babcock, Building Inspector

Re: Patriot Ridge Condominiums  
Epiphany Drive

Dear Michael:

This correspondence is being written following my site inspection of Patriot Ridge Condominiums on December 24, 2003 with Henry Kroll, New Windsor Highway Superintendent. This inspection was to review the stormwater management measures installed on the Patriot Ridge site and the downstream drainage conditions on the easterly side of Windsor Highway. The inspection on this date was most beneficial as it had rained the previous night and was also raining during the inspection.

As you are aware, stormwater from the Patriot Ridge site discharges to the intersection of Windsor Highway and Union Avenue where it flows east to a small pond located on the north side of Union Avenue. From this pond the stormwater flows under Union Avenue through a 30-inch culvert and continues in an easterly direction through the back yards of homes fronting Spruce Street. It is this existing drainage course through the back yards of residential properties that has and continues to be a problem for New Windsor.

Our inspection of the Patriot Ridge site indicated that for the most part, the installed stormwater management measures were functioning as designed. The majority of the stormwater was being collected by the on-site drainage systems and was being conveyed to the upper stormwater detention basin. The basin was detaining the stormwater as the basin's discharge was solely through the low flow orifice of the outlet control structure. Our inspection revealed that the lower detention basin servicing the retail site had a relatively low water level. This was due to the inability of stormwater generated by the retail site to reach the basin as the drainage system of the retail site had not yet been installed.

The only stormwater that was discharging off-site without the benefit of detention was that portion of the Patriot Ridge site that was east of Ethan Allan Drive/John Jay Court and the retail site itself. Stormwater from these areas were flowing overland to the east into the diversion swales protecting Windsor Highway. Upon entering the swales the stormwater discharged into

January 2, 2004

the 36-inch storm drain that was installed on the retail site adjacent to Windsor Highway. The constructed stormwater management measures were effective in containing the stormwater flows as there was no indication of water flowing onto or across Windsor Highway.

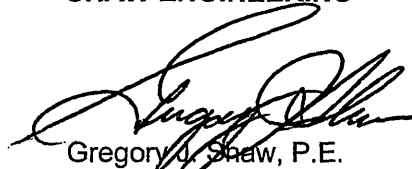
RPA Associates LLC has an obligation to the Town of New Windsor to mitigate its post-development flows to pre-development levels through the implementation of stormwater management measures. Our site inspection revealed that the installed measures were meeting this obligation with the exception of the stormwater generated by the easterly portion of the Patriot Ridge site and the retail site. Therefore to fulfill its obligation to the Town, RPA Associates will install a combination of diversion ditches and storm drain piping on the retail site for the purpose of collecting this stormwater and diverting it to the lower stormwater detention basin. As with the upper basin, the lower basin will detain peak flows and the concentration of sediment in the stormwater will be reduced. The construction of this measure has begun and will be completed during the week of January 5<sup>th</sup>. This diversion of stormwater to the lower basin should fulfill RPA Associates' obligation to New Windsor on this matter. Unfortunately, the stormwater flowing through the back yards of residential properties will continue to be a nuisance to New Windsor as it has in the past.

In closing, I would like to respectfully request on RPA Associates' behalf that if any situation develops in the future that is serious enough to warrant your refusal to issue building permits, that RPA first be given an opportunity to rectify the problem. RPA has demonstrated in the past its willingness to work with New Windsor in addressing issues that were important to New Windsor, and is committed to do so in the future.

I trust the above measure, that being the installation of diversion ditches and piping through the retail site, addresses New Windsor's concerns regarding stormwater discharge onto downstream properties and will allow the re-issuance of building permits by your Department.

Very truly yours,

**SHAW ENGINEERING**



Gregory J. Shaw, P.E.  
Principal

GJS:mmv

cc: Henry Kroll, Town of New Windsor Supt. Of Highways  
George Meyers, Town of New Windsor Supervisor  
Mark Edsall, P.E., Planning Board Engineer  
Tom Perna, RPA Associates LLC  
Mark Eickelbeck, RPA Associates LLC

# Shaw Engineering

Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
(845) 561-3695

May 19, 2005

Chairman James R. Petro, Jr. and  
Members of the Planning Board  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Re: Patriot Ridge Condominiums

Gentlemen:

In accordance with previous procedure of your Board regarding the above referenced project, I am enclosing 3 copies of my Sketch entitled "Amended Clubhouse/Tennis Court/Pool Plan - Patriot Ridge Condominiums" that is dated May 18, 2005. This Sketch is being submitted to your Board as a Field Change to the approved Site Plan.

The proposed revisions reflected on this drawing are as follows:

- the dimensions of the pool deck and raising of its elevation by 6-inches
- the sizes of the adult pool and childrens pool
- the 10 foot by 14 foot oool shed addition

If additional information is required regarding the above, please contact this office at your convenience.

Very truly yours,

**SHAW ENGINEERING**



Gregory J. Shaw, P.E.  
Principal

GJS:mmv  
Enclosure

cc: Mike Baccock, Building Inspector w/Enclosure  
Mark Edsall, P.E. w/Enclosure  
Mark Eickelbeck, RPA Associates LLC w/Enclosure  
AVR Builders Field Office w/Enclosure (3 copies of the Sketch)

*Disc-*

*Next Agenda*

*Approved*  
*6-8-05*

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/30/2002

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]  
A [Disap, Appr]

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | MEETING-PURPOSE-----                                                                                                                                                                                                                      | ACTION-TAKEN-----   |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 09/24/2002 | PLANS STAMPED                                                                                                                                                                                                                             | APPROVED            |
| 03/13/2002 | REQUEST FOR REAPPROVAL                                                                                                                                                                                                                    | GRANTED 180 DAYS    |
| 06/27/2001 | REQUEST FOR EXTENSION<br>. TO EXPIRE 1/6/2002                                                                                                                                                                                             | GRANTED 2-90 DAYS   |
| 01/10/2001 | P.B. APPEARANCE<br>. ADDRESS MARK'S COMMENTS - SEND TO GLEN MARSHALL FOR HISTORIC<br>. REVIEW - NEED HIGHWAY AND FIRE APPROVALS.                                                                                                          | APPR COND.          |
| 06/28/2000 | P.B. APPEARANCE PUB. HEAR<br>. NEED NOTE ON PLAN: DRAINAGE IMPROVEMENTS TO BE DONE ON<br>. LOWER SECTION (SHOPPING AREA) PRIORE TO CONDOS BEING BUILT.<br>. - NEED LANDSCAPING BETWEEN RETAIL AND CONDOS AND ALONG UNION<br>. AVENUE SIDE | CLOSED PH - REVISE  |
| 04/26/2000 | P.B. APPEARANCE                                                                                                                                                                                                                           | SCHED PH            |
| 01/12/2000 | P.B. APPEARANCE                                                                                                                                                                                                                           | DISCUSS - TO RETURN |
| 01/05/2000 | WORK SESSION APPEARANCE                                                                                                                                                                                                                   | REVISE & SUBMIT     |
| 06/23/1999 | P.B. APPEARANCE<br>. MARK TO REVIEW "VIEW EASEMENT"                                                                                                                                                                                       | RETURN              |
| 06/16/1999 | WORK SESSION                                                                                                                                                                                                                              | SUBMIT CONCEPT PLAN |



PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/30/2002

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LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX

APPLICANT: RPA ASSOCIATES, LLC

|      | DATE-SENT  | AGENCY-----                                                                                                                                                                                 | DATE-RECD  | RESPONSE-----      |
|------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------|
| REV3 | 01/05/2001 | MUNICIPAL HIGHWAY<br>. CONSULTATION WITH MARK EDSALL DURING FINAL REVIEW                                                                                                                    | 01/10/2001 | APPROVED COND      |
| REV3 | 01/05/2001 | MUNICIPAL WATER                                                                                                                                                                             | / /        |                    |
| REV3 | 01/05/2001 | MUNICIPAL SEWER                                                                                                                                                                             | / /        |                    |
| REV3 | 01/05/2001 | MUNICIPAL FIRE<br>. I HAVE PROVIDED TO ENGINEER EDSALL A MARK UP OF THE UTILITY<br>. PLAN TO RELOCATE THREE HYDRANTS. PLEASE HAVE MR. SHAW MEET<br>. WITH MR. EDSALL TO DISCUSS THIS ISSUE. | 01/08/2001 | APPROVED COND      |
| REV3 | 01/05/2001 | NYS DOT                                                                                                                                                                                     | / /        |                    |
| REV  | 01/05/2001 | TOWN HISTORIAN                                                                                                                                                                              | / /        |                    |
| REV2 | 06/25/2000 | MUNICIPAL HIGHWAY<br>. REVIEWED VERBALLY IN BOB RODGERS OFFICE                                                                                                                              | 06/28/2000 | APPROVED           |
| REV2 | 06/25/2000 | MUNICIPAL WATER                                                                                                                                                                             | 01/05/2001 | SUPERSEDED BY REV3 |
| REV2 | 06/25/2000 | MUNICIPAL SEWER                                                                                                                                                                             | 01/05/2001 | SUPERSEDED BY REV3 |
| REV2 | 06/25/2000 | MUNICIPAL FIRE                                                                                                                                                                              | 06/28/2000 | APPROVED           |
| REV2 | 06/25/2000 | NYS DOT                                                                                                                                                                                     | 01/05/2001 | SUPERSEDED BY REV3 |
| REV1 | 01/07/2000 | MUNICIPAL HIGHWAY                                                                                                                                                                           | 01/13/2000 | APPROVED           |
| REV1 | 01/07/2000 | MUNICIPAL WATER                                                                                                                                                                             | 01/12/2000 | APPROVED           |
| REV1 | 01/07/2000 | MUNICIPAL SEWER                                                                                                                                                                             | 02/24/2000 | APPROVED           |
| REV1 | 01/07/2000 | MUNICIPAL FIRE<br>. AN EMERGENCY ACCESS ROAD WILL BE NEEDED FROM THE NORTH<br>. WESTERLY ROADWAY OF THE COMPLEX TO UNION AVENUE                                                             | 01/11/2000 | DISAPPROVED        |
| REV1 | 01/07/2000 | NYS DOT                                                                                                                                                                                     | 06/25/2000 | SUPERSEDED BY REV2 |
| ORIG | 06/18/1999 | MUNICIPAL HIGHWAY                                                                                                                                                                           | 06/21/1999 | APPROVED           |
| ORIG | 06/18/1999 | MUNICIPAL WATER                                                                                                                                                                             | 06/21/1999 | APPROVED           |

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/30/2002

PAGE: 2

LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

|      | DATE-SENT  | AGENCY-----                                  | DATE-RECD  | RESPONSE----- |
|------|------------|----------------------------------------------|------------|---------------|
| ORIG | 06/18/1999 | MUNICIPAL SEWER                              | 06/24/1999 | APPROVED      |
| ORIG | 06/18/1999 | MUNICIPAL FIRE<br>. SEE REVIEW SHEET IN FILE | 07/01/1999 | DISAPPROVED   |

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/30/2002

PAGE: 1

LISTING OF PLANNING BOARD SEQRA ACTIONS

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX

APPLICANT: RPA ASSOCIATES, LLC

|      | DATE-SENT  | ACTION-----                    | DATE-RECD  | RESPONSE----- |
|------|------------|--------------------------------|------------|---------------|
| ORIG | 06/18/1999 | EAF SUBMITTED                  | 06/18/1999 | SUBMIT LATER  |
| ORIG | 06/18/1999 | CIRCULATE TO INVOLVED AGENCIES | / /        |               |
| ORIG | 06/18/1999 | LEAD AGENCY DECLARED           | / /        | UNDER PUD     |
| ORIG | 06/18/1999 | DECLARATION (POS/NEG)          | / /        | UNDER PUD     |
| ORIG | 06/18/1999 | SCHEDULE PUBLIC HEARING        | 04/26/2000 | SCHED PH      |
| ORIG | 06/18/1999 | PUBLIC HEARING HELD            | / /        |               |
| ORIG | 06/18/1999 | WAIVE PUBLIC HEARING           | / /        |               |
| ORIG | 06/18/1999 | AGRICULTURAL NOTICES           | / /        |               |

Town of New Windsor  
555 Union Avenue  
New Windsor, NY 12553  
(845) 563-4611

**RECEIPT**  
**#765-2002**

**08/28/2002**

RPA Associates LLC <sup>11</sup> 99-18

Received \$ 2,650.00 for Planning Board Fees on 08/28/2002. Thank you for  
stopping by the Town Clerk's office.

As always, it is our pleasure to serve you.

Deborah Green  
Town Clerk

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 08/27/2002

PAGE: 1

LISTING OF PLANNING BOARD FEES  
RECREATION

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | DESCRIPTION-----        | TRANS  | --AMT-CHG | -AMT-PAID | --BAL-DUE |
|------------|-------------------------|--------|-----------|-----------|-----------|
| 08/21/2002 | 102 UNITS @ 1,500.00 EA | CHG    | 153000.00 |           |           |
| 08/27/2002 | REC. CK. #011401        | PAID   |           | 153000.00 |           |
|            |                         | TOTAL: | 153000.00 | 153000.00 | 0.00      |

*Mappels*

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 08/27/2002

PAGE: 1

LISTING OF PLANNING BOARD FEES  
ESCROW

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | DESCRIPTION-----  | TRANS  | --AMT-CHG | -AMT-PAID | --BAL-DUE |
|------------|-------------------|--------|-----------|-----------|-----------|
| 06/18/1999 | REC. CK. #010324  | PAID   |           | 7250.00   |           |
| 06/23/1999 | P.B. ATTY. FEE    | CHG    | 35.00     |           |           |
| 06/23/1999 | P.B. MINUTES      | CHG    | 67.50     |           |           |
| 01/12/2000 | P.B. ATTY. FEE    | CHG    | 35.00     |           |           |
| 01/12/2000 | P.B. MINUTES      | CHG    | 36.00     |           |           |
| 04/26/2000 | P.B. ATTY. FEE    | CHG    | 35.00     |           |           |
| 04/26/2000 | P.B. MINUTES      | CHG    | 40.50     |           |           |
| 06/28/2000 | P.B. MINUTES      | CHG    | 94.50     |           |           |
| 06/28/2000 | P.B. ATTY. FEE    | CHG    | 35.00     |           |           |
| 01/10/2001 | P.B. ATTY. FEE    | CHG    | 35.00     |           |           |
| 01/10/2001 | P.B. MINUTES      | CHG    | 63.00     |           |           |
| 06/27/2001 | P.B. MINUTES      | CHG    | 18.00     |           |           |
| 03/13/2002 | P.B. MINUTES      | CHG    | 4.50      |           |           |
| 08/19/2002 | P.B. ENGINEER     | CHG    | 2151.00   |           |           |
| 08/27/2002 | RET. TO APPLICANT | CHG    | 4600.00   |           |           |
|            |                   | TOTAL: | 7250.00   | 7250.00   | 0.00      |

8/27/02  
L.R.

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 08/27/2002

PAGE: 1

LISTING OF PLANNING BOARD FEES  
APPROVAL

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | DESCRIPTION-----     | TRANS  | --AMT-CHG | -AMT-PAID | --BAL-DUE |
|------------|----------------------|--------|-----------|-----------|-----------|
| 08/21/2002 | 102 UNITS @ 25.00 EA | CHG    | 2550.00   |           |           |
| 08/21/2002 | REVIEW FEE           | CHG    | 100.00    |           |           |
| 08/27/2002 | REC. CK. #011402     | PAID   |           | 2650.00   |           |
|            |                      |        | -----     | -----     | -----     |
|            |                      | TOTAL: | 2650.00   | 2650.00   | 0.00      |



**McGOEY, HAUSER and EDSALL**  
**CONSULTING ENGINEERS P.C.**

RICHARD D. McGOEY, P.E. (NY & PA)

WILLIAM J. HAUSER, P.E. (NY & NJ)

MARK J. EDSALL, P.E. (NY, NJ & PA)

JAMES M. FARR, P.E. (NY & PA)

☐ **Main Office**

33 Airport Center Drive

Suite #202

New Windsor, New York 12553

(845) 567-3100

e-mail: mheny@att.net

☐ **Regional Office**

507 Broad Street

Milford, Pennsylvania 18337

(570) 296-2765

e-mail: mhempa@ptd.net

**EPIPHANY AREA PROJECT LIST**

**17 September 2002**

| <b><u>APP. NO.</u></b> | <b><u>PROJECT NAME</u></b>  | <b><u>DESCRIPTION</u></b> | <b><u>STATUS</u></b> |
|------------------------|-----------------------------|---------------------------|----------------------|
| 90-40                  | SkyLom Lot Line Change      |                           | Final App 8-22-90    |
| 90-56                  | SkyLom Site Plan            | 100,000 s.f. Retail Ctr.  | Cond App 8-28-91     |
| 90-57                  | SkyLom Subdivision          | 2-lot commercial sub.     | Cond App 8-28-91*1   |
| 98-25                  | RPA Subdivision             | 2-lot subdivision         | 5-28-99 Stamped      |
| 99-18                  | RPA Site Plan               | Condos - 103 units        | Cond App *2          |
| 01-17                  | RPA Subivision              | 2-lot subdivision         | Cond App 1-10-01     |
| 01-65                  | Patriot Bluff Site Plan     | Condos                    | Pending @ P/B        |
| 01-66                  | Patriot Estates Subdivision | Subdivision               | Pending @ P/B        |

\*1 Subsequently withdrawn

\*2 Conditions = MJE comments 1-10-01, Glenn Marshall, Hwy & Fire Appls





# Town of New Windsor

555 Union Avenue  
New Windsor, New York 12553  
Telephone: (845) 563-4630  
Fax: (845) 563-4692

## Attorney for the Town

September 12, 2002

Greg Shaw, P. E.  
Shaw Engineering  
744 Broadway  
Newburgh, N. Y. 12550

### Re: Patriot Ridge/Patriot Bluff

Dear Greg:

This letter follows your meeting with Dick McGoey, P. E. on September 9, 2002 at Town Hall. I know you are seeking to have the plan signed for the above-reference project. There are several open items. We need the following:

1. Petition to form the drainage district in proper form, of which attorney Hankin has been advised. You may recall we had a meeting on that subject on June 12, 2002, and we have written him since then.
2. Reply to my letter to Tom Perna, RPA Associates, dated September 3, 2002 indicating that Patriot Ridge and Patriot Bluff will contribute \$96,722 to the Union Avenue Pumping Station upgrade.
3. Petition to bring the property (specifically 4-2-21.2 and 21.3) into the Consolidated Water District.

*Phil  
Received at meeting  
of 9/17*

*Received at meeting  
of 9/17*

In regard to #3 above, we I need a Petition prepared by attorney Hankin along the lines of the Petition referred to above for the drainage district. The Petition will be for Extension #5 to Water District #6 of the Consolidated Water District. The Petition will require a metes and bounds description as well as a simple map, plan and report. Since there is no Town expenditure involved we will not need the approval of NYS Department of Audit and Control. However we shall forward the Petition to bond counsel for preparation of the public hearing documents. Your client will need to pay our bond counsel bill for the water district extension, as well as for the drainage district.

Very truly yours,

*Philip A. Crotty*  
Philip A. Crotty

Attorney for the Town of New Windsor  
Pac/pac

cc: George J. Meyers, Supervisor  
Richard D. McGoey, P. E.  
Mark J. Edsall, P.E.

# TAX PAYMENT RECEIPT

Retail

CTL # 0-0

COUNTY AND TOWN TAXES

TOWN OF NEW WINDSOR, COUNTY OF ORANGE NY

\* FISCAL YEAR: 1/1/02 - 12/31/02

\* WARRANT DATE: 12/28/01

Bill No: 6589

Sequence No: 6589

Page No: 1 of 1

## MAKE CHECKS PAYABLE TO:

MARY ANN HOTALING  
RECEIVER OF TAXES  
555 UNION AVENUE  
NEW WINDSOR, N.Y. 12553  
(845) 563-4627

## TO PAY IN PERSON:

NEW WINDSOR TOWN HALL  
8:30-4:30 MON THROUGH FRI  
TAX PAYABLE JAN FEB MARCH  
1 PAYMENT ONLY.TEL 563-4627

## PROPERTY DESCRIPTION & LOCATION:

SWIS: 334800 S-B(L: 4-2-21.1)  
Property Location:  
Municipality: NEW WINDSOR  
School: NEWBURGH CSD

VACANT COMM  
Parcel Size: 11.50 Acres

Roll Sect. 1

Account No:

RPA ASSOCIATES LLC  
C/O AVR REALTY COMPANY  
1 EXECUTIVE BLVD.  
YONKERS, NY 10701

Estimated State Aid: CNTY 67,543,573  
TOWN 207,000

## PROPERTY TAXPAYER'S BILL OF RIGHTS

The assessor estimated the Full Market Value of this Property as of January 1, 2001 was:

862,667

The Total Assessed Value of this property is:

258,800

The Uniform Percentage of Value used to establish assessments in your municipality was:

30.00%

If you feel your assessment is too high, you have the right to seek a reduction in the future. For further information please ask your assessor for the booklet "How to File a Complaint on Your Assessment". Please note that the period for filing complaints on the above assessment has passed.

## EXEMPTIONS

| Exemption | Value | Tax Purpose | Exemption | Value | Tax Purpose | Exemption | Value | Tax Purpose |
|-----------|-------|-------------|-----------|-------|-------------|-----------|-------|-------------|
|-----------|-------|-------------|-----------|-------|-------------|-----------|-------|-------------|

## PROPERTY TAXES

| Taxing Purpose  | Total Tax Levy | % Change From Prior Year | Taxable Assessed Value or Units | Rate per \$1000 or per Unit | Tax Amount |
|-----------------|----------------|--------------------------|---------------------------------|-----------------------------|------------|
| COUNTY          | 62,316,617     | 0.0                      | 258,800.00                      | 12.088400                   | 3,128.48   |
| TOWN            | 3,557,121      | 2.0                      | 258,800.00                      | 11.035300                   | 2,855.94   |
| HIGHWAY         | 2,027,070      | 1.2                      | 258,800.00                      | 6.276000                    | 1,624.23   |
| VALES GATE FIRE | 482,500        | 0.0                      | 258,800.00 TO                   | 2.172600                    | 562.27     |
| NW WTR 6        | 95,000         | 0.0                      | 258,800.00 TO                   | 2.243300                    | 580.57     |
| SWR DIST 5 BOND | 7,000          | 250.0                    | 81.00 UN                        | 1.246300                    | 100.95     |
| NW AMBULANCE    | 211,400        | 5.1                      | 258,800.00 TO                   | .590300                     | 152.77     |

## PAYMENT SCHEDULE

| Pay By   | Penalty | Amount   | Total Due |
|----------|---------|----------|-----------|
| JAN 2002 | 0.00    | 9,005.21 | 9,005.21  |
| FEB 2002 | 90.05   | 9,005.21 | 9,095.26  |
| MAR 2002 | 182.10* | 9,005.21 | 9,187.31  |

TOTAL TAXES: 9,005.21

NYS MANDATED SERVICES ACCOUNT FOR 74% OF YOUR COUNTY TAX

Apply for Third Party Notification by: 11/01/2002

TAXES PAID BY: RPA ASSOCIATES LLC

ON 01/30/2002

## \* \* TAX PAYMENT RECEIPT \* \*

CTL # 0-0

Bill No: 6589

334800 4-2-21.1

RPA ASSOCIATES LLC

C/O AVR REALTY COMPANY

1 EXECUTIVE BLVD.

YONKERS, NY 10701

TAX

PNLTY

OVR-PMT

TOTAL

CHGD: 9005.21

9005.21

- PD: 9005.21

9005.21

AMT-DUE: 0.00

0.00

## PAYMENT SCHEDULE

| Pay By   | Penalty | Amount   | Total Due |
|----------|---------|----------|-----------|
| JAN 2002 | 0.00    | 9,005.21 | 9,005.21  |
| FEB 2002 | 90.05   | 9,005.21 | 9,095.26  |
| MAR 2002 | 182.10* | 9,005.21 | 9,187.31  |

TOTAL TAXES: 9,005.21

NYS MANDATED SERVICES ACCOUNT FOR 74% OF YOUR COUNTY TAX

Apply for Third Party Notification by: 11/01/2002

TAXES PAID BY: RPA ASSOCIATES LLC

ON 01/30/2002

# TAX PAYMENT RECEIPT

99-18  
Condos

CTL # 0-0

COUNTY AND TOWN TAXES

TOWN OF NEW WINDSOR, COUNTY OF ORANGE NY

\* FISCAL YEAR: 1/1/02 - 12/31/02

\* WARRANT DATE: 12/28/01

Bill No: 6590

Sequence No: 6590

Page No: 1 of 1

## MAKE CHECKS PAYABLE TO:

MARY ANN HOTALING  
RECEIVER OF TAXES  
555 UNION AVENUE  
NEW WINDSOR, N.Y. 12553  
(845) 563-4627

## TO PAY IN PERSON:

NEW WINDSOR TOWN HALL  
8:30-4:30 MON THROUGH FRI  
TAX PAYABLE JAN FEB MARCH  
1 PAYMENT ONLY.TEL 563-4627

## PROPERTY DESCRIPTION & LOCATION:

SWIS: 334800 S-B/L: 4-2-21.2  
Property Location:  
Municipality: NEW WINDSOR  
School: NEWBURGH CSD

VACANT COMM  
Parcel Size: 72.90 Acres

Roll Sect. 1

RPA ASSOCIATES LLC  
C/O AVR REALTY COMPANY  
1 EXECUTIVE BLVD.  
YONKERS, NY 10701

Account No:

Estimated State Aid: CNTY 67,543,573  
TOWN 207,000

## PROPERTY TAXPAYER'S BILL OF RIGHTS

The assessor estimated the Full Market Value of this Property as of January 1, 2001 was: 1,822,667  
The Total Assessed Value of this property is: 546,800  
The Uniform Percentage of Value used to establish assessments in your municipality was: 30.00%  
If you feel your assessment is too high, you have the right to seek a reduction in the future. For further information please ask your assessor for the booklet "How to File a Complaint on Your Assessment". Please note that the period for filing complaints on the above assessment has passed.

## EXEMPTIONS

| Exemption | Value | Tax Purpose | Exemption | Value | Tax Purpose | Exemption | Value | Tax Purpose |
|-----------|-------|-------------|-----------|-------|-------------|-----------|-------|-------------|
|-----------|-------|-------------|-----------|-------|-------------|-----------|-------|-------------|

## PROPERTY TAXES

| Taxing Purpose  | Total Tax Levy | % Change From Prior Year | Taxable Assessed Value or Units | Rate per \$1000 or per Unit | Tax Amount |
|-----------------|----------------|--------------------------|---------------------------------|-----------------------------|------------|
| COUNTY          | 62,316,617     | 0.0                      | 546,800.00                      | 12.088400                   | 6,609.94   |
| TOWN            | 3,557,121      | 2.0                      | 546,800.00                      | 11.035300                   | 6,034.10   |
| HIGHWAY         | 2,027,070      | 1.2                      | 546,800.00                      | 6.276000                    | 3,431.72   |
| VAIRS GATE FIRE | 482,500        | 0.0                      | 546,800.00 TO                   | 2.172600                    | 1,187.98   |
| NW WTR 6        | 95,000         | 0.0                      | 546,800.00 TO                   | 2.243300                    | 1,226.64   |
| SWR DIST 5 BOND | 7,000          | 250.0                    | 510.00 UN                       | 1.246300                    | 635.61     |
| NW AMBULANCE    | 211,400        | 5.1                      | 546,800.00 TO                   | .590300                     | 322.78     |

## PAYMENT SCHEDULE

| Pay By   | Penalty | Amount    | Total Due |
|----------|---------|-----------|-----------|
| JAN 2002 | 0.00    | 19,448.77 | 19,448.77 |
| FEB 2002 | 194.49  | 19,448.77 | 19,643.26 |
| MAR 2002 | 390.98* | 19,448.77 | 19,839.75 |

TOTAL TAXES: 19,448.77

NYS MANDATED SERVICES ACCOUNT FOR 74% OF YOUR COUNTY TAX

Apply for Third Party Notification by: 11/01/2002  
TAXES PAID BY: RPA ASSOCIATES LLC ON 01/30/2002

## \* \* TAX PAYMENT RECEIPT \* \*

CTL # 0-0

Bill No: 6590

334800 4-2-21.2

RPA ASSOCIATES LLC

C/O AVR REALTY COMPANY

1 EXECUTIVE BLVD.

YONKERS, NY 10701

TAX

PNLTY

OVR-PMT

TOTAL

CHGD: 19448.77

19448.77

- PD: 19448.77

19448.77

AMT-DUE: 0.00

0.00

## PAYMENT SCHEDULE

| Pay By   | Penalty | Amount    | Total Due |
|----------|---------|-----------|-----------|
| JAN 2002 | 0.00    | 19,448.77 | 19,448.77 |
| FEB 2002 | 194.49  | 19,448.77 | 19,643.26 |
| MAR 2002 | 390.98* | 19,448.77 | 19,839.75 |

TOTAL TAXES: 19,448.77

NYS MANDATED SERVICES ACCOUNT FOR 74% OF YOUR COUNTY TAX

Apply for Third Party Notification by: 11/01/2002  
TAXES PAID BY: RPA ASSOCIATES LLC ON 01/30/2002

# TOWN PAYMENT RECEIPT

Drainage area

CTL # 0-0

COUNTY AND TOWN TAXES

TOWN OF NEW WINDSOR, COUNTY OF ORANGE NY

\* FISCAL YEAR: 1/1/02 - 12/31/02

\* WARRANT DATE: 12/28/01

Bill No: 6591

Sequence No: 6591

Page No: 1 of 1

## MAKE CHECKS PAYABLE TO:

MARY ANN HOTALING  
RECEIVER OF TAXES  
555 UNION AVENUE  
NEW WINDSOR, N.Y. 12553  
(845) 563-4627

## TO PAY IN PERSON:

NEW WINDSOR TOWN HALL  
8:30-4:30 MON THROUGH FRI  
TAX PAYABLE JAN FEB MARCH  
1 PAYMENT ONLY.TEL 563-4627

## PROPERTY DESCRIPTION & LOCATION:

SWIS: 334800 S-B-L: 4-2-21.3  
Property Location:  
Municipality: NEW WINDSOR  
School: NEWBURGH CSD

VACANT COMM  
Parcel Size: 1.50 Acres

Roll Sect. 1

RPA ASSOCIATES LLC  
C/O AVR REALTY COMPANY  
1 EXECUTIVE BLVD.  
YONKERS, NY 10701

Account No:

Estimated State Aid: CNTY 67,543,573  
TOWN 207,000

## PROPERTY TAXPAYER'S BILL OF RIGHTS

The assessor estimated the Full Market Value of this Property as of January 1, 2001 was: 175,000  
The Total Assessed Value of this property is: 52,500  
The Uniform Percentage of Value used to establish assessments in your municipality was: 30.00%  
If you feel your assessment is too high, you have the right to seek a reduction in the future. For further information please ask your assessor for the booklet "How to File a Complaint on Your Assessment". Please note that the period for filing complaints on the above assessment has passed.

## EXEMPTIONS

| Exemption | Value | Tax Purpose | Exemption | Value | Tax Purpose | Exemption | Value | Tax Purpose |
|-----------|-------|-------------|-----------|-------|-------------|-----------|-------|-------------|
|-----------|-------|-------------|-----------|-------|-------------|-----------|-------|-------------|

## PROPERTY TAXES

| Taxing Purpose  | Total Tax Levy | % Change From Prior Year | Taxable Assessed Value or Units | Rate per \$1000 or per Unit | Tax Amount |
|-----------------|----------------|--------------------------|---------------------------------|-----------------------------|------------|
| COUNTY          | 62,316,617     | 0.0                      | 52,500.00                       | 12.088400                   | 634.64     |
| TOWN            | 3,557,121      | 2.0                      | 52,500.00                       | 11.035300                   | 579.35     |
| HIGHWAY         | 2,027,070      | 1.2                      | 52,500.00                       | 6.276000                    | 329.49     |
| VALES GATE FIRE | 482,500        | 0.0                      | 52,500.00 TO                    | 2.172600                    | 114.06     |
| NW WTR 6        | 95,000         | 0.0                      | 52,500.00 TO                    | 2.243300                    | 117.77     |
| SWR DIST 5 BOND | 7,000          | 250.0                    | 11.00 UN                        | 1.246300                    | 13.71      |
| NW AMBULANCE    | 211,400        | 5.1                      | 52,500.00 TO                    | .590300                     | 30.99      |

## PAYMENT SCHEDULE

| Pay By   | Penalty | Amount   | Total Due |
|----------|---------|----------|-----------|
| JAN 2002 | 0.00    | 1,820.01 | 1,820.01  |
| FEB 2002 | 18.20   | 1,820.01 | 1,838.21  |
| MAR 2002 | 38.40*  | 1,820.01 | 1,858.41  |

TOTAL TAXES: 1,820.01

NYS MANDATED SERVICES ACCOUNT FOR 74% OF YOUR COUNTY TAX

Apply for Third Party Notification by: 11/01/2002  
TAXES PAID BY: RPA ASSOCIATES LLC ON 01/30/2002

## \* \* TAX PAYMENT RECEIPT \* \*

CTL # 0-0

Bill No: 6591

334800 4-2-21.3

RPA ASSOCIATES LLC

C/O AVR REALTY COMPANY

1 EXECUTIVE BLVD.

YONKERS, NY 10701

TAX

PNLTY

OVR-PMT

TOTAL

CHGD: 1820.01

1820.01

- PD: 1820.01

1820.01

AMT-DUE: 0.00

0.00

## PAYMENT SCHEDULE

| Pay By   | Penalty | Amount   | Total Due |
|----------|---------|----------|-----------|
| JAN 2002 | 0.00    | 1,820.01 | 1,820.01  |
| FEB 2002 | 18.20   | 1,820.01 | 1,838.21  |
| MAR 2002 | 38.40*  | 1,820.01 | 1,858.41  |

TOTAL TAXES: 1,820.01

NYS MANDATED SERVICES ACCOUNT FOR 74% OF YOUR COUNTY TAX

Apply for Third Party Notification by: 11/01/2002  
TAXES PAID BY: RPA ASSOCIATES LLC ON 01/30/2002

SEARCHING FOR APPLICANT NAME: RPA

| # | APPL-NO | --DATE--   | PROJ. NAME            | APPLICANT-NAME-----   |
|---|---------|------------|-----------------------|-----------------------|
| 0 | 98-25   | 08/07/1998 | RPA ASSOCIATES, LLC S | RPA ASSOCIATES, LLC   |
| 1 | 99-18   | 06/18/1999 | RPA ASSOCIATES CONDOM | RPA ASSOCIATES, LLC ← |
| 2 | 1-17    | 01/05/2001 | RPA ASSOCIATES SUBDIV | RPA ASSOCIATES, LLC   |
| 3 | 1-65    | 12/06/2001 | PATRIOT BLUFF CONDOMI | RPA ASSOCIATES LLC    |
| 4 | 1-66    | 12/06/2001 | PATRIOT ESTATES SUBDI | RPA ASSOCIATES, LLC   |

4-2-21.1  
 WD #6  
 SD #5  
 85 i  
 units  
 2002.57  
 \$580.57  
 100.95

enter '#' to select, 'Q' to quit, 'N' for next page, 'P' for previous page:

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/17/2002

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]  
O [Disap, Appr]

FOR PROJECT NUMBER: 1-65

NAME: PATRIOT BLUFF CONDOMINIUMS - PA2001-1204  
APPLICANT: RPA ASSOCIATES LLC

| --DATE--   | MEETING-PURPOSE-----                                                                              | ACTION-TAKEN----- |
|------------|---------------------------------------------------------------------------------------------------|-------------------|
| 05/22/2002 | P.B. APPEARANCE<br>. NOW 106 UNITS                                                                | CONCEPTUALLY OK   |
| 12/12/2001 | P.B. APPEARANCE<br>. SHOW FULL ACCESS INTO PARK HILL - SHOW CONNECTION TO THE<br>. SCHOOL ROADWAY | REVISE & RET      |
| 12/05/2001 | WORK SESSION                                                                                      | SUBMIT            |

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/17/2002

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LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]  
O [Disap, Appr]

FOR PROJECT NUMBER: 1-66

NAME: PATRIOT ESTATES SUBDIVISION - PA2001-1203

APPLICANT: RPA ASSOCIATES, LLC

--DATE-- MEETING-PURPOSE-----ACTION-TAKEN-----

|            |                                                               |                    |
|------------|---------------------------------------------------------------|--------------------|
| 05/22/2002 | P.B. APPEARANCE                                               | DISCUSSED - RETURN |
|            | . NOW 31 LOTS - PRIVATE ROAD AT LOT 10 & 11 NEEDS MORE DETAIL |                    |
|            | . CONCEPTUALLY OK                                             |                    |
| 12/12/2001 | P.B. APPEARANCE                                               | REVISE & RETURN    |
|            | . CHANGE "COMMON DRIVEWAY" TO "PRIVATE ROAD" - RESIZE LOTS TO |                    |
|            | . LARGER SIZE - MR. PERNA HAS OFFERED 15,000 SF MINIMUM LOTS  |                    |
|            | . (NET)                                                       |                    |
| 12/05/2001 | WORK SESSION                                                  | SUBMIT             |

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/17/2002

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LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]  
O [Disap, Appr]

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

*(Patriot Ridge)*

| --DATE--   | MEETING-PURPOSE-----                                                                                                                                                                                                                     | ACTION-TAKEN-----   |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 03/13/2002 | REQUEST FOR REAPPROVAL                                                                                                                                                                                                                   | GRANTED 180 DAYS    |
| 06/27/2001 | REQUEST FOR EXTENSION<br>. TO EXPIRE 1/6/2002                                                                                                                                                                                            | GRANTED 2-90 DAYS   |
| 01/10/2001 | P.B. APPEARANCE<br>. ADDRESS MARK'S COMMENTS - SEND TO GLEN MARSHALL FOR HISTORIC<br>. REVIEW - NEED HIGHWAY AND FIRE APPROVALS.                                                                                                         | APPR COND.          |
| 06/28/2000 | P.B. APPEARANCE PUB. HEAR<br>. NEED NOTE ON PLAN: DRAINAGE IMPROVEMENTS TO BE DONE ON<br>. LOWER SECTION (SHOPPING AREA) PRIOR TO CONDOS BEING BUILT.<br>. - NEED LANDSCAPING BETWEEN RETAIL AND CONDOS AND ALONG UNION<br>. AVENUE SIDE | CLOSED PH - REVISE  |
| 04/26/2000 | P.B. APPEARANCE                                                                                                                                                                                                                          | SCHED PH            |
| 01/12/2000 | P.B. APPEARANCE                                                                                                                                                                                                                          | DISCUSS - TO RETURN |
| 01/05/2000 | WORK SESSION APPEARANCE                                                                                                                                                                                                                  | REVISE & SUBMIT     |
| 06/23/1999 | P.B. APPEARANCE<br>. MARK TO REVIEW "VIEW EASEMENT"                                                                                                                                                                                      | RETURN              |
| 06/16/1999 | WORK SESSION                                                                                                                                                                                                                             | SUBMIT CONCEPT PLAN |



PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/17/2002

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LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]  
A [Disap, Appr]

FOR PROJECT NUMBER: 1-17

NAME: RPA ASSOCIATES SUBDIVISION - PA2000-1248

APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | MEETING-PURPOSE-----                                                                                                                                                   | ACTION-TAKEN-----  |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 08/28/2002 | PLANS STAMPED                                                                                                                                                          | APPROVED           |
| 03/13/2002 | REQUEST FOR REAPPROVAL                                                                                                                                                 | GRANTED - 180 DAYS |
| 06/27/2001 | REQUEST FOR EXTENSION OF APP<br>. TO EXPIRE 1/6/2002                                                                                                                   | GRANTED 2 90-DAYS  |
| 01/10/2001 | P.B. APPEARANCE<br>. SEQRA DONE WITH PUD BY TOWN BOARD<br>. MUST FORM DRAINAGE DISTRICT (TOWN BOARD) - ADDRESS MARK'S<br>. COMMENTS - NEED PERFORMANCE BOND ESTIMATE - | WAIVE PH APPR COND |
| 01/03/2001 | WORK SHOP APPEARANCE                                                                                                                                                   | SUBMIT             |

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 09/17/2002

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LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]  
A [Disap, Appr]

FOR PROJECT NUMBER: 98-25

NAME: RPA ASSOCIATES, LLC SUBDIVISION  
APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | MEETING-PURPOSE-----         | ACTION-TAKEN-----   |
|------------|------------------------------|---------------------|
| 05/28/1999 | PLANS STAMPED                | APPROVED            |
| 09/09/1998 | P.B. APPEARANCE - PUBLIC HEA | CLOSED PH - APPROVE |
| 08/12/1998 | P.B. APPEARANCE              | SCHED. P.H.         |
| 08/05/1998 | WORK SESSION APPEARANCE      | SUBMIT              |

SITE PLAN FEES - TOWN OF NEW WINDSOR  
(INCLUDING SPECIAL PERMIT)

APPLICATION FEE:.....\$ 100.00

\* \* \* \* \*

ESCROW:

SITE PLANS (\$750.00 - \$2,000.00).....\$ \_\_\_\_\_

MULTI-FAMILY SITE PLANS:

UNITS @ \$25.00 PER UNIT (~~PER UNIT~~).....\$ \_\_\_\_\_

\* \* \* \* \*

PLAN REVIEW FEE: (EXCEPT MULTI-FAMILY) \$ 100.00

PLAN REVIEW FEE (MULTI-FAMILY): A. \$100.00  
PLUS \$25.00/UNIT (102) B. 2,550.00

TOTAL OF A & B: \$ 2,550.00

2,650.00

RECREATION FEE: (MULTI-FAMILY)

\$500.00 PER UNIT

102  
NUMBER OF UNITS

@ \$500.00 EA. EQUALS:

\$ 153,000.00

SITE IMPROVEMENT COST ESTIMATE: \$ \_\_\_\_\_

2% OF COST ESTIMATE \$ pd EQUALS \$ \_\_\_\_\_

TOTAL ESCROW PAID:.....\$ \_\_\_\_\_

TO BE DEDUCTED FROM ESCROW: pd

RETURN TO APPLICANT: \$ \_\_\_\_\_

ADDITIONAL DUE: \$ \_\_\_\_\_

AS OF: 08/21/2002

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## CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56

NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 99- 18

FOR WORK DONE PRIOR TO: 08/21/2002

|         |        |          |      |      |                         |       |      | -----DOLLARS----- |         |         |         |
|---------|--------|----------|------|------|-------------------------|-------|------|-------------------|---------|---------|---------|
| TASK-NO | REC    | --DATE-- | TRAN | EMPL | ACT DESCRIPTION-----    | RATE  | HRS. | TIME              | EXP.    | BILLED  | BALANCE |
| .....   |        |          |      |      |                         |       |      |                   |         |         |         |
| 99-18   | 133632 | 06/16/99 | TIME | MJE  | WS RPA APT. S/P         | 75.00 | 0.40 | 30.00             |         |         |         |
| 99-18   | 133567 | 06/22/99 | TIME | MCK  | CL RPA ASSOC. TRC       | 28.00 | 0.50 | 14.00             |         |         |         |
| 99-18   | 133646 | 06/22/99 | TIME | MJE  | MC RPA SITE PLAN        | 75.00 | 0.50 | 37.50             |         |         |         |
| 99-18   | 134493 | 07/07/99 | TIME | MJE  | WS RPA APT S/P          | 75.00 | 0.30 | 22.50             |         |         |         |
| 99-18   | 136026 | 08/04/99 | TIME | MJE  | MC PERNA W/SHAW         | 75.00 | 0.30 | 22.50             |         |         |         |
| 99-18   | 136045 | 08/13/99 | TIME | MJE  | MC RPA PLAN & MEET W/MB | 75.00 | 0.70 | 52.50             |         |         |         |
| 99-18   | 136850 | 08/19/99 | TIME | MJE  | MC RPA W/GM             | 75.00 | 0.30 | 22.50             |         |         |         |
| 99-18   | 136851 | 08/19/99 | TIME | MJE  | MC RPA W/SHAW           | 75.00 | 0.50 | 37.50             |         |         |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | 239.00  |         |         |
| 99-18   | 135925 | 08/11/99 |      |      | BILL 99-775             |       |      |                   |         | -104.00 |         |
| 99-18   | 143846 | 12/31/99 |      |      | BILL 00-154 1/13/00     |       |      |                   |         | -135.00 |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | -239.00 |         |         |
| 99-18   | 144631 | 01/05/00 | TIME | MJE  | WS RPA CONDO S/P        | 80.00 | 0.50 | 40.00             |         |         |         |
| 99-18   | 144660 | 01/12/00 | TIME | MJE  | MC RPA SITE PLAN        | 80.00 | 0.50 | 40.00             |         |         |         |
| 99-18   | 144680 | 01/12/00 | TIME | SAS  | CL RPA P/B COMMENTS     | 28.00 | 0.50 | 14.00             |         |         |         |
| 99-18   | 147177 | 02/28/00 | TIME | MJE  | MC RPA SWR CAPAC W/EGIT | 85.00 | 0.30 | 25.50             |         |         |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | 119.50  |         |         |
| 99-18   | 145811 | 02/15/00 |      |      | BILL 00-226 2/15/00     |       |      |                   |         | -94.00  |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | -94.00  |         |         |
| 99-18   | 149786 | 04/05/00 | TIME | MJE  | WS RPA                  | 80.00 | 0.40 | 32.00             |         |         |         |
| 99-18   | 150666 | 04/19/00 | TIME | MJE  | WS RPA SITE PLAN        | 80.00 | 0.40 | 32.00             |         |         |         |
| 99-18   | 150667 | 04/19/00 | TIME | MJE  | MC RPA SITE PLAN        | 80.00 | 0.50 | 40.00             |         |         |         |
| 99-18   | 150109 | 04/20/00 | TIME | MCK  | CL REV COM RPA ASSOC    | 28.00 | 0.50 | 14.00             |         |         |         |
| 99-18   | 150669 | 04/20/00 | TIME | MJE  | MC RPA SITE PLAN        | 80.00 | 0.10 | 8.00              |         |         |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | 126.00  |         |         |
| 99-18   | 151617 | 05/17/00 |      |      | BILL 00-526             |       |      |                   |         | -126.00 |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | -126.00 |         |         |
| 99-18   | 153617 | 06/14/00 | TIME | MJE  | MC RPA S/P W/PFEIFER    | 80.00 | 0.30 | 24.00             |         |         |         |
| 99-18   | 154352 | 06/28/00 | TIME | MJE  | MC RPA SP               | 80.00 | 0.60 | 48.00             |         |         |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | 72.00   |         |         |
| 99-18   | 155188 | 07/14/00 |      |      | BILL 00-682             |       |      |                   |         | -72.00  |         |
|         |        |          |      |      |                         |       |      |                   | -----   |         |         |
|         |        |          |      |      |                         |       |      |                   | -72.00  |         |         |

AS OF: 08/21/2002

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## CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56

NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 99- 18

FOR WORK DONE PRIOR TO: 08/21/2002

|         |        |          |      |      |                         |       |      | -----DOLLARS----- |      |         |         |
|---------|--------|----------|------|------|-------------------------|-------|------|-------------------|------|---------|---------|
| TASK-NO | REC    | --DATE-- | TRAN | EMPL | ACT DESCRIPTION-----    | RATE  | HRS. | TIME              | EXP. | BILLED  | BALANCE |
| 99-18   | 162729 | 11/03/00 | TIME | MJE  | MC RPA W/SHAW           | 80.00 | 0.20 | 16.00             |      |         |         |
| 99-18   | 165003 | 12/06/00 | TIME | MJE  | WS RPA CONDO            | 80.00 | 0.30 | 24.00             |      |         |         |
| 99-18   | 165840 | 12/12/00 | TIME | MJE  | MC RPA ISSUES W/SHAW    | 80.00 | 0.30 | 24.00             |      |         |         |
|         |        |          |      |      |                         |       |      | 64.00             |      |         |         |
| 99-18   | 166452 | 12/31/00 |      |      | BILL 01-121 1/16/01     |       |      |                   |      | -64.00  |         |
|         |        |          |      |      |                         |       |      |                   |      | -64.00  |         |
| 99-18   | 166732 | 01/03/01 | TIME | MJE  | MC RPA S/P              | 85.00 | 0.60 | 51.00             |      |         |         |
| 99-18   | 166975 | 01/08/01 | TIME | MJE  | MC TC/BOB R-RPA HYDRANT | 85.00 | 0.30 | 25.50             |      |         |         |
| 99-18   | 166422 | 01/10/01 | TIME | MJE  | MM RPA S/P Cond APPL    | 80.00 | 0.10 | 8.00              |      |         |         |
| 99-18   | 166977 | 01/10/01 | TIME | MJE  | MC RPA S/P              | 85.00 | 0.50 | 42.50             |      |         |         |
| 99-18   | 167423 | 01/26/01 | TIME | MJE  | PM EGITTO RE:RPA        | 85.00 | 0.30 | 25.50             |      |         |         |
| 99-18   | 167426 | 01/26/01 | TIME | MJE  | PM GM RE:RPA            | 85.00 | 0.20 | 17.00             |      |         |         |
| 99-18   | 167427 | 01/26/01 | TIME | MJE  | MC TC/SHAW RE:RPA UTIL  | 85.00 | 0.30 | 25.50             |      |         |         |
|         |        |          |      |      |                         |       |      | 195.00            |      |         |         |
| 99-18   | 168364 | 02/23/01 |      |      | BILL 01-212             |       |      |                   |      | -195.00 |         |
|         |        |          |      |      |                         |       |      |                   |      | -195.00 |         |
| 99-18   | 170619 | 03/05/01 | TIME | MJE  | MC AVC W/RUSCILLO       | 85.00 | 0.40 | 34.00             |      |         |         |
| 99-18   | 170637 | 03/08/01 | TIME | MJE  | MC AVR FILE REVIEW      | 85.00 | 0.50 | 42.50             |      |         |         |
| 99-18   | 172689 | 04/11/01 | TIME | MJE  | MC AVR W/DOT            | 85.00 | 0.40 | 34.00             |      |         |         |
| 99-18   | 173574 | 05/09/01 | TIME | MJE  | MC RPA WM ISSUE W/DIDIO | 85.00 | 0.30 | 25.50             |      |         |         |
| 99-18   | 173585 | 05/11/01 | TIME | MJE  | MC TC/SHAW RE RPA       | 85.00 | 0.40 | 34.00             |      |         |         |
| 99-18   | 174111 | 05/18/01 | TIME | MJE  | MC RPA W/SHAW           | 85.00 | 0.50 | 42.50             |      |         |         |
| 99-18   | 174407 | 05/21/01 | TIME | MJE  | MC LTR-MARGOMAY-NBG SCH | 85.00 | 0.50 | 42.50             |      |         |         |
| 99-18   | 174408 | 05/21/01 | TIME | MJE  | MC RPA LTR TO OCDOH     | 85.00 | 0.50 | 42.50             |      |         |         |
| 99-18   | 174409 | 05/21/01 | TIME | MJE  | MC RVW FIRE FLOW W/INSP | 85.00 | 0.40 | 34.00             |      |         |         |
|         |        |          |      |      |                         |       |      | 331.50            |      |         |         |
| 99-18   | 174485 | 05/29/01 |      |      | BILL 01-583             |       |      |                   |      | -297.50 |         |
|         |        |          |      |      |                         |       |      |                   |      | -297.50 |         |
| 99-18   | 177147 | 06/27/01 | TIME | MJE  | MM Appl ext to 1/6/02   | 85.00 | 0.10 | 8.50              |      |         |         |
| 99-18   | 178776 | 07/25/01 | TIME | MJE  | MC TC/SHAW RE RPA       | 85.00 | 0.30 | 25.50             |      |         |         |
| 99-18   | 183486 | 09/17/01 | TIME | MJE  | MC RPA SITE PLAN        | 85.00 | 1.00 | 85.00             |      |         |         |
| 99-18   | 183528 | 09/21/01 | TIME | MJE  | MC RPA SITE PLAN        | 85.00 | 0.50 | 42.50             |      |         |         |
| 99-18   | 183672 | 09/24/01 | TIME | MJE  | MC RPA S/P CLOSEOUT     | 85.00 | 1.00 | 85.00             |      |         |         |

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## CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56

NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 99- 18

FOR WORK DONE PRIOR TO: 08/21/2002

| TASK-NO | REC    | --DATE-- | TRAN | EMPL | ACT DESCRIPTION-----   | RATE  | HRS. | TIME  | EXP.   | BILLED  | BALANCE |
|---------|--------|----------|------|------|------------------------|-------|------|-------|--------|---------|---------|
| 99-18   | 183686 | 09/26/01 | TIME | MJE  | MC RPA S/P CLOSEOUT    | 85.00 | 0.80 | 68.00 |        |         |         |
| 99-18   | 184200 | 10/03/01 | TIME | MJE  | MC RPA-KENNEDY ISSUE   | 85.00 | 0.30 | 25.50 |        |         |         |
|         |        |          |      |      |                        |       |      |       | 340.00 |         |         |
| 99-18   | 185591 | 10/25/01 |      |      | BILL 01-984            |       |      |       |        | -348.50 |         |
|         |        |          |      |      |                        |       |      |       |        |         | -348.50 |
| 99-18   | 187720 | 11/27/01 | TIME | MJE  | MC RPA TC RE Qs        | 85.00 | 0.30 | 25.50 |        |         |         |
| 99-18   | 189088 | 12/11/01 | TIME | MJE  | MC RPA EASE REV & MEMO | 85.00 | 1.00 | 85.00 |        |         |         |
| 99-18   | 189696 | 12/17/01 | TIME | MJE  | MC TC/SHAW RE RPA      | 85.00 | 0.30 | 25.50 |        |         |         |
|         |        |          |      |      |                        |       |      |       | 136.00 |         |         |
| 99-18   | 190685 | 12/31/01 |      |      | BILL 02-202 1/17/02    |       |      |       |        | -187.00 |         |
|         |        |          |      |      |                        |       |      |       |        |         | -187.00 |
| 99-18   | 191021 | 01/08/02 | TIME | MJE  | MC TC/SHAW RE RPA      | 88.00 | 0.30 | 26.40 |        |         |         |
| 99-18   | 192105 | 01/22/02 | TIME | MJE  | MC RPA W/SHAW          | 88.00 | 0.40 | 35.20 |        |         |         |
| 99-18   | 192107 | 01/22/02 | TIME | MJE  | MC NC/DIDIO RE RPA WTR | 88.00 | 0.30 | 26.40 |        |         |         |
|         |        |          |      |      |                        |       |      |       | 88.00  |         |         |
| 99-18   | 195502 | 02/25/02 |      |      | BILL 02-323 2/25/02    |       |      |       |        | -88.00  |         |
|         |        |          |      |      |                        |       |      |       |        |         | -88.00  |
| 99-18   | 197695 | 03/04/02 | TIME | MJE  | MC RPA W/SHAW          | 88.00 | 0.40 | 35.20 |        |         |         |
| 99-18   | 197717 | 03/06/02 | TIME | MJE  | WS RPA S/P             | 88.00 | 0.40 | 35.20 |        |         |         |
| 99-18   | 197740 | 03/07/02 | TIME | MJE  | MC RPA W/SHAW          | 88.00 | 0.40 | 35.20 |        |         |         |
| 99-18   | 201658 | 03/11/02 | TIME | MJE  | MC RPA ISSUES W/SHAW   | 88.00 | 0.40 | 35.20 |        |         |         |
| 99-18   | 197822 | 03/13/02 | TIME | MJE  | MM RPA S/P REAPPROVAL  | 88.00 | 0.10 | 8.80  |        |         |         |
|         |        |          |      |      |                        |       |      |       | 149.60 |         |         |
| 99-18   | 198901 | 03/21/02 |      |      | BILL 02-454 3/21/02    |       |      |       |        | -114.40 |         |
|         |        |          |      |      |                        |       |      |       |        |         | -114.40 |
| 99-18   | 204217 | 04/24/02 | TIME | MJE  | PM RPA W/CROTTY        | 88.00 | 0.20 | 17.60 |        |         |         |
| 99-18   | 204184 | 05/02/02 | TIME | MJE  | MC RPA W/SHAW          | 88.00 | 0.30 | 26.40 |        |         |         |
|         |        |          |      |      |                        |       |      |       | 44.00  |         |         |

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## CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56

NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 99- 18

FOR WORK DONE PRIOR TO: 08/21/2002

| TASK-NO | REC    | --DATE-- | TRAN | EMPL | ACT DESCRIPTION-----    | RATE  | HRS. | TIME    | EXP. | DOLLARS-----<br>BILLED | BALANCE |
|---------|--------|----------|------|------|-------------------------|-------|------|---------|------|------------------------|---------|
| 99-18   | 206927 | 05/30/02 |      |      | BILL 02-663             |       |      |         |      | -79.20                 |         |
|         |        |          |      |      |                         |       |      |         |      | -79.20                 |         |
| 99-18   | 209328 | 06/12/02 | TIME | MJE  | PM RPA MEETING @ CROTTY | 88.00 | 1.00 | 88.00   |      |                        |         |
| 99-18   | 211734 | 06/25/02 | TIME | MJE  | MC OCDPW LTR RE RPA     | 88.00 | 0.50 | 44.00   |      |                        |         |
| 99-18   | 214363 | 07/23/02 | TIME | MJE  | MC RPA ISSUES W/MM      | 88.00 | 0.30 | 26.40   |      |                        |         |
| 99-18   | 214397 | 07/26/02 | TIME | MJE  | MC RPA ISSUES W/MM      | 88.00 | 0.50 | 44.00   |      |                        |         |
|         |        |          |      |      |                         |       |      | 202.40  |      |                        |         |
| 99-18   | 214966 | 08/01/02 |      |      | BILL 02-897             |       |      |         |      | -202.40                |         |
|         |        |          |      |      |                         |       |      |         |      | -202.40                |         |
|         |        |          |      |      | TASK TOTAL              |       |      | 2107.00 | 0.00 | -2107.00               | 0.00    |
|         |        |          |      |      | GRAND TOTAL             |       |      | 2107.00 | 0.00 | -2107.00               | 0.00    |

1/2 8/21/02

44

\$ 2151.00



Edward A. Diana  
County Executive

**ORANGE COUNTY  
DEPARTMENT OF PUBLIC WORKS**

Edmund A. Fares, P.E.  
Commissioner

P.O. Box 509, Route 17M  
Goshen, New York 10924-0509  
TEL (845) 291-2750 FAX (845) 291-2778

August 13, 2002

Mark J. Edsall, Planning Board Engineer  
Town of New Windsor  
555 Union Avenue  
New Windsor, New York 12553

#99-18

Re: RPA Associates, LLC – Condominium Site Plan  
Emergency Access Entrance  
County Road No. 69 – Union Avenue  
Plan by: Shaw Engineering  
Dated: 4-15-2002, Last revised: 7-21-2002  
Sheet 1 of 1

Dear Mr. Edsall:

This Department has reviewed the plan for the above referenced project and Orange County Department of Public Works approval is hereby granted under the provisions of Section 239-f of the General Municipal Law. Therefore, it is now referred back to the Planning Board for action and/or approval.

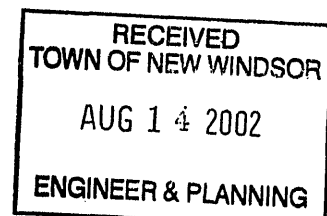
A highway Work Permit must be secured from the Orange County Department of Public Works under Section 136 of the Highway Law prior to construction of the Condominium Emergency Access Entrance.

If you have any questions please contact this Office at your earliest convenience.

Very truly yours,

  
Patrick T. Kennedy, L.S.  
Senior Engineer

Cc: Charles W. Lee, P.E., Deputy Commissioner  
Cesare L. Rotundo, P.E., Principal Engineer  
Shaw Engineering



*faxed 8/14  
M.E.*





Edward A. Diana  
County Executive

**ORANGE COUNTY  
DEPARTMENT OF PUBLIC WORKS**

Edmund A. Fares, P.E.  
Commissioner

P.O. Box 509, Route 17M  
Goshen, New York 10924-0509  
TEL (845) 291-2750 FAX (845) 291-2778

July 2, 2002

Mark J. Edsall, PE, Planning Board Engineer  
Town of New Windsor  
555 Union Avenue  
Mew Windsor, New York 12553

Re: RPA Associates, LLC – Condominium Site Plan  
Emergency Access Entrance  
County Road No. 69 – Union Avenue  
Plan by: Shaw Engineering  
Dated: 4-15-2002, Sheet 1 of 1

Dear Edsall:

This Department has reviewed the above referenced plan and your letter dated June 26, 2002 and has the following comments.

- I. This Department has no objection to the Proposed Emergency Access Entrance; however, we can not approve said entrance as it is presently designed.
  - A. The Emergency Access Entrance must not appear to be a full access entrance. The Emergency Access Entrance should be paved with "Turfstone Pavers" (product information attached), or equal and be redesigned with radii at the apron onto County Road No. 69.
  - B. Both ends of the Turfstone drive must have Mountable Curbs constructed in accordance with the Policy & Standards of the Orange County Department of Public Works.
  - C. The Developer/Owner's use of the proposed Ornamental Fence and Gate is acceptable to this Department. However, Break-away Bollards may be used instead of the fence/gate, The fence/gate or bollards must run to a point near the ditch line paralleling County Road No. 69 to a point to insure motor vehicles can not drive around the fence or bollards.
- II. Provide Sight Distance measurements for the proposed Emergency Access Drive.
- III. Revise Section A-A & B-B to reflect the use of Pavers.
- IV. Please be advised that although the Emergency Access Entrance is not approved yet the contractor is using the existing driveway just north of the proposed

(2)

**PRA Associates – Emergency Access**

**Emergency Access Entrance. This Department does not object to this use but the contractor must provide a Stabilized Construction Entrance in accordance with the**

**Policy & Standards of the Orange County Department of Public Works, at the point where construction or employee vehicles access the existing driveway to insure mud and debris is not tracked onto the County Road.**

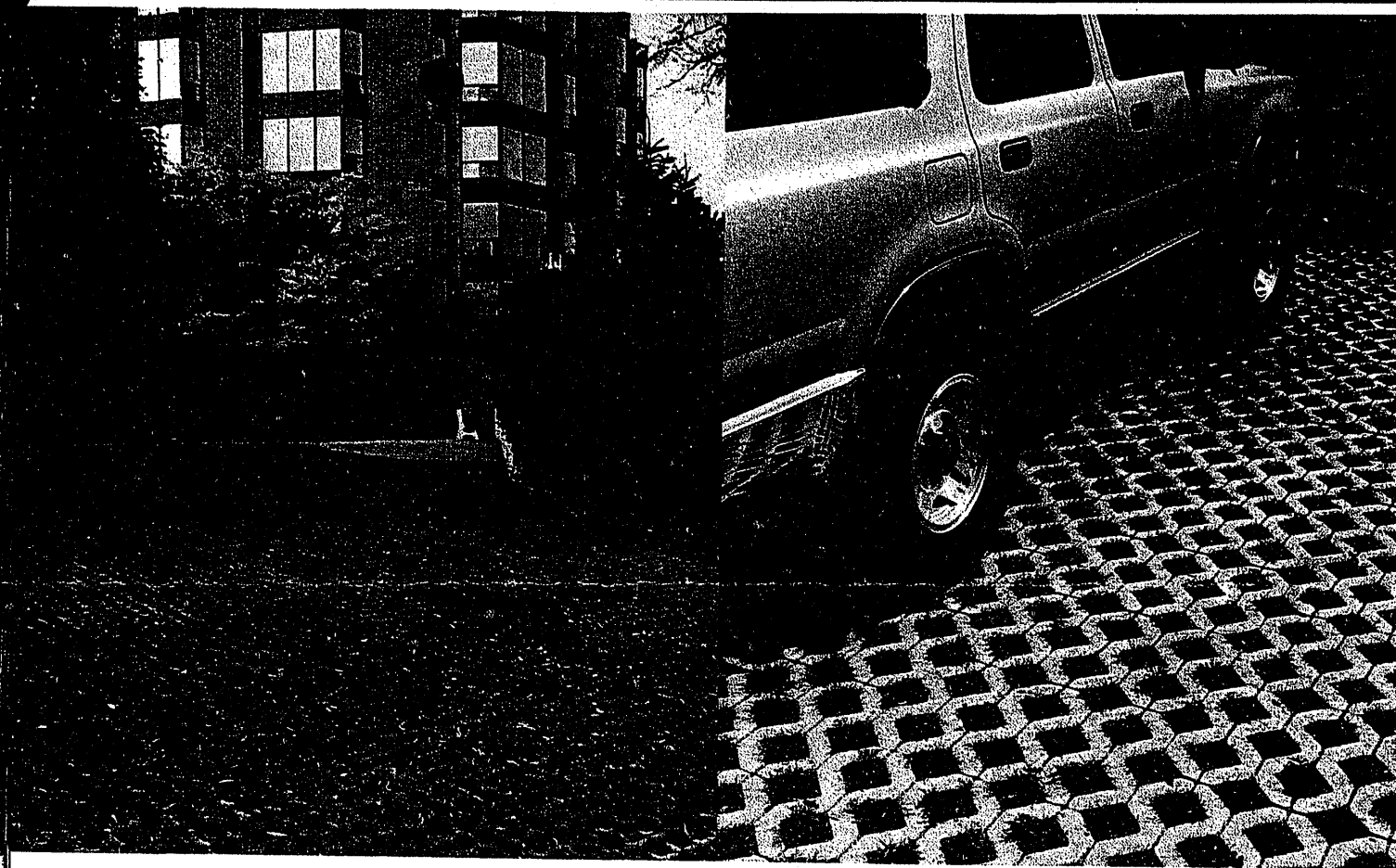
**If you have any questions please contact this Office at your earliest convenience.**

**Very truly yours,**



**Patrick T. Kennedy, L.S.  
Senior Engineer**

**Cc: Charles W. Lee, P.E., Deputy Commissioner  
Cesare L. Rotundo, P.E., Principal Engineer  
Shaw Engineering**



# Turfstone™

Turfstone™ has long been a favorite of landscape architects and engineers for areas requiring a "supported turf". Its attractive "filigree" design makes it an attractive and permanent solution for emergency access areas, embankments, spillways, and environmentally sensitive parking areas. Turfstone™ has the option of being filled with grass or aggregates depending on the project's drainage requirements.



16" X 24" X 31"  
40 cm X 60 cm X 8 cm

*All measurements are nominal*

*\*Also available in 4 inch (10 cm) thickness*

*\*special order only*

RPA ASSOCIATES, LLC SITE PLAN (99-19)

MR. PETRO: Please consider this letter my client's request for reapproval of the conditional subdivision approval by your board January 10, 2001. Again, this is the same issue, 180 days?

MR. SHAW: Yes.

MR. PETRO: Motion for 180.

MR. LANDER: So moved.

MR. BRESNAN: Second it.

MR. PETRO: Motion has been made and seconded that the the New Windsor Planning Board grant reapproval of the conditional subdivision approval granted by your board. Is there any further discussion? If not, roll call.

ROLL CALL

|                |     |
|----------------|-----|
| MR. BRESNAN    | AYE |
| MR. LANDER     | AYE |
| MR. KARNAVEZOS | AYE |
| MR. PETRO      | AYE |

MR. SHAW: Thank you very much.

MR. PETRO: Motion to adjourn?

MR. BRESNAN: So moved.

MR. LANDER: Second it.

ROLL CALL

|                |     |
|----------------|-----|
| MR. BRESNAN    | AYE |
| MR. LANDER     | AYE |
| MR. KARNAVEZOS | AYE |

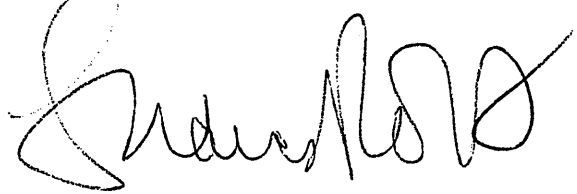
March 13, 2002

54

MR. PETRO

AYE

Respectfully Submitted By:

A handwritten signature in black ink, appearing to read 'Frances Roth', with a large, stylized flourish at the end.

Frances Roth  
Stenographer

# Shaw Engineering

Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
[914] 561-3695

March 6, 2002

Chairman James R. Petro, Jr. and  
Members of the Planning Board  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Re: New Condominium Complex For RPA Associates, LLC  
Windsor Highway, Town Of New Windsor

Gentlemen:

Please consider this letter my client's request for a re-approval of the Conditional Site Plan Approval granted by your Board on January 10, 2001.

Thank you in advance for your cooperation in this matter.

Respectfully submitted,

**SHAW ENGINEERING**



Gregory J. Shaw, P.E.  
Principal

GJS:mmv  
Enclosure

cc: Tom Perna, RPA Associates LLC

3/13/02  
Granted reapproval  
180 days



Joseph G. Rampe  
County Executive

ORANGE COUNTY  
DEPARTMENT OF PUBLIC WORKS

Edmund A. Fares, P.E.  
Commissioner

P.O. Box 509, Route 17M  
Goshen, New York 10924-0509  
TEL (845) 291-2750 FAX (845) 291-2778

December 11, 2001

Philip J. Grealy, Ph.D., P.E.  
John Collins Engineers, P.C.  
11 Bradhurst Ave.  
Hawthorne, New York 10532

Re: AVR Properties – New Retail Center for RPA Associates, LLC  
County Road No. 69 – Union Ave. @ NYS Rte. 32 – Windsor Highway  
Town of New Windsor  
Dated: 12/4/98, Last revised: 12/6/01  
Sheets 7, 11 & 15 of 16

Dear Mr. Grealy:

This Department has reviewed the above referenced plans and Orange County Department of Public Works approval is hereby granted under the provisions of Section 136 of the Highway Law.

I have given the file to Thomas McGlade, Assistant Engineer who will issue the Highway Work Permit. You can inform the project owner that he can call Mr. McGlade to find out when the Permit will be issued and/or if any additional paperwork is required.

If you have any questions please contact this Office at your earliest convenience.

Very truly yours,

  
Patrick T. Kennedy, L.S.  
Senior Engineer

Cc: Charles W. Lee, P.E., Deputy Commissioner  
Cesare L. Rotundo, P.E., Principal Engineer

RPA - LETTER FROM OCDPW

Mr. Gregory Shaw of Shaw Engineering and Mr. Phil Greeley from John Collins Engineers appeared before the board for this proposal.

MR. SHAW: Representing RPA Associates. With me tonight is Phil Greeley, John Collins Engineers, Phil is the design engineer who did all the improvements on the Windsor Highway, which is 32 and also County Road 689 which is Union Avenue. And I think the board has a question or concern regarding that letter, I think that's why we're here tonight, I thought maybe I'd give Phil a chance to update you with regards to where we sit with the approval of the outstanding improvements and answer any questions you might have.

MR. PETRO: The letter was from Pat Kennedy who is the senior engineer, Orange County Department of Public Works, I was wondering what his title was.

MR. SHAW: Correct.

MR. GREELEY: Good evening, Phillip Greeley from John Collins Engineers. As you know, we have been working with the Department of Transportation and Orange County DPW for the roadway improvements for the property, just a little bit of the background to refresh your memories, along Union Avenue we're making major improvements constructing right turn lanes into the site improvement at the intersection with Route 32, replacements of the traffic, the existing traffic signal. Also, along Route 32, there's widening for the main access into the property, construction of a left turn lane, those have all been approved conceptually and in design phase by the Orange County DPW. There's a letter that was sent to this board in 1999 from Mr. Rotundo from Orange County DPW and there was an issue that was outstanding at that time which is still outstanding but I'm really here tonight to tell you the status of that. The DOT also in I believe it was May or June of 2000 we supplied a copy of that letter indicating that they were in agreement with the construction details of the plans. There's a 16 page set of roadway improvements, the issue was which you



would think would be an easy issue, is what I have in yellow on this plan are lands of RPA that are being dedicated to the State and to the County. We're giving the land to them for additional right-of-way. The mapping that had been prepared, it's been reviewed over the last year and a half just recently, the State DOT has signed off on the mapping and we're now at a point to get our permit from them. The county and it's spelled out in the letter one of the items that was referenced in Mr. Rotundo's letter from 1999 was the mapping for the land dedication, the offer of dedication. That's really the only open item for both the County and the New York State DOT permits. I did speak to the DOT today, we finally were given our bond amount now that they have approved the land that we're giving them, they had already signed off on the construction plans. We have our bond amount so that will be submitted to get the New York State DOT permit and Orange County just prior to that letter and I don't know if the board had gotten a copy.

MR. LANDER: September 28?

MR. GREELEY: No, there was a previous letter which I'll get copies for the board, this is from September 18 where they notified us of the fees for the inspection of the roadway improvements and the bonding amounts. It's a September 18 letter addressed to me and basically just outlining the fee amounts for the inspection and the permit fee which is \$4,025 and the submission of a performance bond of \$100,000. So with the letter from Mr. Kennedy which I think you have a copy of our response, you know it was written but we don't know where it, why it was written, we have talked to the deputy commissioner and it really is just the issue of the land dedication that was never finalized, it has been finalized, the offer of dedication is being worked out with the county attorney's office and that's really the only thing we need to get our permit for that. Part of the reason for the holdup with the County, one of the confusing items, actually a piece of land that the state controlled along Union Avenue and that took the surveyor working back and forth with the state and the county over six months to get resolved as to who actually controlled the existing section, it's

on the corner of Union and 32. So, that was resolved and as I said, as of a couple weeks ago, the DOT had signed off on anything relative to the mapping and the dedication and they notified us yesterday of the bond amount so he should be able to get the DOT permit and we have all the information for the county permit now.

MR. LANDER: Okay, September 28, 2001, let me just read from this letter from Orange County Department of Public Works that however I do know that final approval has not been granted by the Orange County Department of Public Works. There are revisions called for in this last review letter of May 17, '99 that have not been made to the plans.

MR. GREELEY: Right, I have the, attached to my letter is the letter that he references and everything in terms of the plans were taken care of, it was the land dedication strip and the offer of dedication if you refer to my letter I attached for your convenience a copy of the letter to the chairman from Mr. Rotundo and if you read the second paragraph.

MR. ARGENIO: You're essentially implying that they're hanging you up on a technicality, is that it?

MR. GREELEY: Yes, just the finalization of the mapping.

MR. ARGENIO: Short form that's what we're talking about?

MR. GREELEY: Bottom line.

MR. ARGENIO: That's what I'm trying to get to.

MR. GREELEY: Thank you.

MR. ARGENIO: Are all the right-of-way issues resolved at this point?

MR. GREELEY: The mapping is all prepared, the description of the land has been prepared, it's my understanding that the offer for dedication is being worked on by AVR, their attorneys together with the

October 10, 2001

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County to get that resolved, that's the last issue.

MR. ARGENIO: Okay.

MR. PETRO: Thank you for coming in.

MR. GREELEY: Thank you.

# Shaw Engineering

Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
[914] 561-3695

July 31, 2001

Office Of Attorney For Town  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Att: Philip A. Crotty, Esq.

Re: Proposed Drainage District For  
Lands of RPA Associates LLC  
Windsor Highway and Union Avenue

Dear Phil:

I am in receipt of your letter dated July 24, 2001 regarding the Proposed Drainage District to service the lands of RPA Associates LLC. While the attached resolution is clear regarding the developers obligation to maintain the stormwater management facilities for site plan projects of commercial and condominium developments, I would ask that you revisit this issue for the reasons presented below.

As you know, the lands of RPA Associates LLC was granted a Special Permit for a P.U.D. by the New Windsor Town Board in the early 1990's. This Permit allowed the development of the property into various commercial and residential uses under the Town's P.U.D. Zoning Law. At that time of the P.U.D. review, the development of the property and its proposed stormwater management facilities was treated as one combined entity. Neither the property, nor the proposed stormwater management facilities were evaluated by the Town on a segmented basis.

Ten years later the property has received Subdivision Approval from the Planning Board to create 3 lots, a parcel for the stormwater management facilities, and a proposed town road. Lots 1 and 2 subsequently received Site Plan Approval for a retail center and condominiums, respectively, and RPA hopes to eventually develop the balance of the property (Lot No. 3) into single-family homes and additional condominiums. I wish to point out that the layout of the stormwater management facilities for the retail center and the condominiums, as presented on the approved Subdivision Plans and Site Plans, is consistent with that presented to the Town during the P.U.D. review.

July 31, 2001

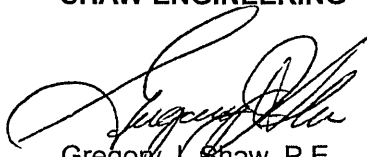
The Drainage District was proposed to New Windsor because it is consistent with the stormwater management facilities presented during the P.U.D. review. That is, the stormwater generated by the proposed lots and roadway(s) would be treated/detained as one combined entity, and not by each individual lot.

Also, the Drainage District was proposed because the formation of this District is in accordance with the Town's Local Law. First and foremost, the development of this property is a subdivision of land, and the Local Law states that "For subdivisions, the Town will accept dedication of the properties on which the basin and improvements are located and assume maintenance responsibilities, this being determined the best alternative to guarantee the long-term proper function of the improvements." The Law continues in stating, "For Subdivisions, in order to create a device to financially support the maintenance of needed drainage facilities, a drainage district shall be created...".

I trust the above provides sufficient justification to New Windsor to allow the formation of this Drainage District. As my client will be submitting the condominium association documents to the Attorney General's Office in the very near future, I would appreciate a response at your earliest convenience.

Very truly yours,

**SHAW ENGINEERING**



Gregory J. Shaw, P.E.  
Principal

GJS:mmv

Cc: George J. Meyers, Supervisor  
Richard McGoe, P.E., Town Engineer  
Mark Edsall, P.E., Planning Board Engineer  
Town Of New Windsor Planning Board  
Thomas Perna, RPA Associates LLC



Joseph G. Rampe  
County Executive

*J. Retro*

DEPARTMENT OF HEALTH

Maxcy J. Smith, M.D.  
Commissioner of Health

124 Main Street  
Goshen, New York 10924-2199

Environmental Health

(845) 291-2331  
Fax: (845) 291-4078

June 20, 2001

RPA Assoc., LLC  
One Executive Blvd.  
Yonkers, NY 10701

Re:  
Approval of plans &  
specifications for:  
W.M. Ext. to serve  
RPA Assoc. Retail Ctr. &  
RPA Condos  
T. New Windsor

Gentlemen:

We have this day approved the plans and specifications submitted by Shaw Engineering, P.C., for the above mentioned project.

Application for this project was duly made by you and received in this office on April 6, 2001.

We are enclosing a Certificate of Approval. A copy of the approved plans and specifications is being retained in our files and the remaining sets are being returned to your engineer.

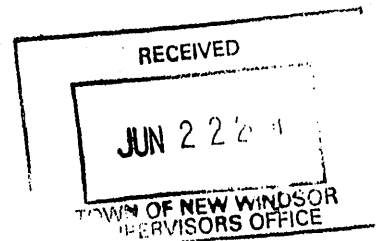
Very truly yours,

*M.J. Schleifer*  
M.J. Schleifer, P.E.  
Assistant Commissioner

MJS/aje *zB*

cc: Engineer  
T. New Windsor, Supvr. & T. Board  
O.C. Planning Dept.  
File

enc.



BUREAU OF PUBLIC WATER SUPPLY PROTECTION  
FLANIGAN SQUARE  
547 RIVER STREET  
ROOM 400 - 4TH FLOOR  
TROY NY 12180-2216

## Approval of Plans for Public Water Supply Improvement

This approval is issued under the provisions of 10 NYCRR, Part 5:

|                                                                                                                        |                                          |                                            |                                                    |
|------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|----------------------------------------------------|
| 1. Applicant                                                                                                           | 2. Location of Works (C, V, T)           | 3. County                                  | 4. Water District<br>(Specific Area Served)        |
| RPA ASSOC., LLC                                                                                                        | T. NEW WINDSOR                           | ORANGE                                     | T. NEW WINDSOR                                     |
| 5. Type of Project                                                                                                     |                                          |                                            |                                                    |
| <input type="checkbox"/> 1 Source                                                                                      | <input type="checkbox"/> 3 Pumping Units | <input type="checkbox"/> 5 Fluoridation    | <input checked="" type="checkbox"/> 7 Distribution |
| <input type="checkbox"/> 2 Transmission                                                                                | <input type="checkbox"/> 4 Chlorination  | <input type="checkbox"/> 6 Other Treatment | <input type="checkbox"/> 8 Storage                 |
| <input type="checkbox"/> 9 Other                                                                                       |                                          |                                            |                                                    |
| Remarks:                                                                                                               |                                          |                                            |                                                    |
| INSTALLATION OF 3,771 LF OF 8" DIP WATERMAIN, FIRE HYDRANTS & WATER SERVICES TO SERVE THE RETAIL CTR., AND RPA CONDOS. |                                          |                                            |                                                    |

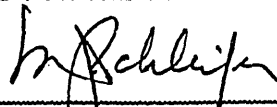
By initiating improvement of the approved supply, the applicant accepts and agrees to abide by and conform with the following:

- THAT the proposed works be constructed in complete conformity with the plans and specifications approved this day or approved amendments thereto.
- THAT this approval is only applicable to the 8" private watermains serving the retail ctr. and RPA Condos.

ISSUED FOR THE STATE COMMISSIONER OF HEALTH

JUNE 20, 2001

Date



, P.E.

Designated Representative  
M.J. SCHLEIFER, P.E., ASSISTANT COMMISSIONER  
O.C. DEPT. OF ENV. HEALTH  
124 MAIN ST., GOSHEN NY 10924

Name and Title (print)

# General

|                                          |                                              |                                                        |                                      |                                                |
|------------------------------------------|----------------------------------------------|--------------------------------------------------------|--------------------------------------|------------------------------------------------|
| 6. Type of Ownership                     |                                              | <input checked="" type="checkbox"/> 68 Private - Other | <input type="checkbox"/> 1 Authority | <input type="checkbox"/> 30 Interstate         |
| <input type="checkbox"/> Municipal       | <input type="checkbox"/> Commercial          | <input type="checkbox"/> Private - Institutional       | <input type="checkbox"/> 19 Federal  | <input type="checkbox"/> 40 International      |
| <input type="checkbox"/> Industrial      | <input type="checkbox"/> 9 Water Works Corp. | <input type="checkbox"/> 26 Board of Education         | <input type="checkbox"/> 20 State    | <input type="checkbox"/> 18 Indian Reservation |
| 7. Estimated Total Cost                  |                                              | 8. Population Served                                   |                                      | 9. Drainage Basin                              |
| \$150,000                                |                                              |                                                        |                                      | HUDSON RIVER                                   |
| 10. Federal Aid Involved?                |                                              | 11. WSA Project?                                       |                                      |                                                |
| <input type="checkbox"/> 1 Yes           |                                              | <input type="checkbox"/> 1 Yes                         |                                      |                                                |
| <input checked="" type="checkbox"/> 2 No |                                              | <input checked="" type="checkbox"/> 2 No               |                                      |                                                |

## Source N/A

|                                                             |                 |                                  |
|-------------------------------------------------------------|-----------------|----------------------------------|
| 12. <input type="checkbox"/> Surface Name _____ Class _____ |                 | 13. Est. Source Development Cost |
| <input type="checkbox"/> Ground Name _____ Class _____      |                 |                                  |
| 14. Safe yield                                              | 15. Description |                                  |
| GPD                                                         |                 |                                  |

## Treatment N/A

|                                           |                                          |                                         |                                               |
|-------------------------------------------|------------------------------------------|-----------------------------------------|-----------------------------------------------|
| 16. Type of Treatment                     |                                          |                                         |                                               |
| <input type="checkbox"/> 1 Aeration       | <input type="checkbox"/> 4 Sedimentation | <input type="checkbox"/> 7 Iron Removal | <input type="checkbox"/> 10 Softening         |
| <input type="checkbox"/> 2 Microstrainers | <input type="checkbox"/> 5 Clarifiers    | <input type="checkbox"/> 8 Chlorination | <input type="checkbox"/> 11 Corrosion Control |
| <input type="checkbox"/> 3 Mixing         | <input type="checkbox"/> 6 Filtration    | <input type="checkbox"/> 9 Fluoridation | <input type="checkbox"/> 12 Other             |
| 17. Name of Treatment Works               | 18. Max. Treatment Capacity              | 19. Grade of Plant Operator Req.        | 20. Est. Cost                                 |
|                                           | GPD                                      |                                         |                                               |
| 21. Description                           |                                          |                                         |                                               |
|                                           |                                          |                                         |                                               |

## Distribution

|                                                                                                                        |                                          |                         |                                                                         |                            |
|------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------|-------------------------------------------------------------------------|----------------------------|
| 22. Type of Project                                                                                                    |                                          | 23. Type of Storage N/A |                                                                         | 24. Est. Distribution Cost |
| <input type="checkbox"/> 1 Cross Connection                                                                            | <input type="checkbox"/> 3 Transmission  | Elevated _____ Gals.    |                                                                         | \$150,000                  |
| <input checked="" type="checkbox"/> 2 Interconnection                                                                  | <input type="checkbox"/> 4 Fire Pump C12 | Underground _____ Gals. |                                                                         |                            |
| 25. Anticipated Distribution                                                                                           |                                          |                         | 26. Designed for fire flow?                                             |                            |
| System Demand: Avg. 21000 GPD Max. 42000 GPD                                                                           |                                          |                         | <input checked="" type="checkbox"/> 1 Yes <input type="checkbox"/> 2 No |                            |
| 27. Description                                                                                                        |                                          |                         |                                                                         |                            |
| INSTALLATION OF 3771 LF OF 8" DIP WATERMAIN, FIRE HYDRANTS, AND WATER SERVICES TO SERVE THE RETAIL CTR AND RPA CONDOS. |                                          |                         |                                                                         |                            |





Joseph G. Rampe  
County Executive

DEPARTMENT OF HEALTH

Maxcy J. Smith, M.D.  
Commissioner of Health

124 Main Street  
Goshen, New York 10924-2199

Environmental Health

(845) 291-2331  
Fax: (845) 291-4078

June 20, 2001

Town of New Windsor  
555 Union Ave.  
New Windsor, NY 12553

Re:  
Approval of plans &  
specifications for:  
W.M. Ext. to serve  
RPA Condos., Retail Ctr., &  
existing Windsor Crest Condos.  
CWS - ID#3503578  
T. New Windsor

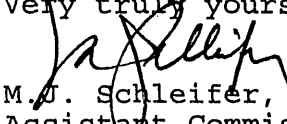
Dear Supervisor & Town Board:

We have this day approved the plans and specifications submitted by Shaw Engineering, P.C., for the above mentioned project.

Application for this project was duly made by you and received in this office on April 6, 2001.

We are enclosing a Certificate of Approval. A copy of the approved plans and specifications is being retained in our files and the remaining sets are being returned to your engineer.

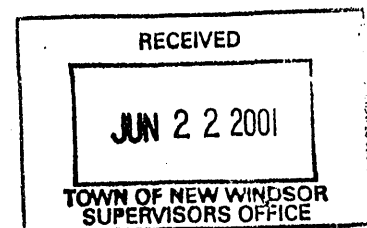
Very truly yours,

  
M.J. Schleifer, P.E.  
Assistant Commissioner

MJS/aje

cc: Engineer  
O.C. Planning Dept.  
File

enc.



BUREAU OF PUBLIC WATER SUPPLY PROTECTION  
FLANIGAN SQUARE  
547 RIVER STREET  
ROOM 400 - 4TH FLOOR  
TROY NY 12180-2216

## Approval of Plans for Public Water Supply Improvement

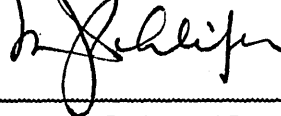
This approval is issued under the provisions of 10 NYCRR, Part 5:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                      |                         |                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-------------------------|-------------------------------------------------------------------------|
| 1. Applicant<br><br>T. NEW WINDSOR                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2. Location of Works (C, V, T)<br><br>T. NEW WINDSOR | 3. County<br><br>ORANGE | 4. Water District<br>(Specific Area Served)<br><br>NEW WINDSOR CONS. WD |
| 5. Type of Project                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                      |                         |                                                                         |
| <div><input type="checkbox"/> 1 Source</div> <div><input type="checkbox"/> 2 Transmission</div> <div><input type="checkbox"/> 3 Pumping Units</div> <div><input type="checkbox"/> 4 Chlorination</div> <div><input type="checkbox"/> 5 Fluoridation</div> <div><input type="checkbox"/> 6 Other Treatment</div> <div><input checked="" type="checkbox"/> 7 Distribution</div> <div><input type="checkbox"/> 8 Storage</div> <div><input type="checkbox"/> 9 Other</div> |                                                      |                         |                                                                         |
| Remarks:<br><br>INSTALLATION OF 1918 L.F. OF 12" DIP WATERMAIN (TO SERVICE THE RPA CONDOS., RETAIL CTR. AND EXISTING WINDSOR CREST CONDOS.) HYDRANTS, AND PRESSURE REDUCING STATION.                                                                                                                                                                                                                                                                                    |                                                      |                         |                                                                         |

By initiating improvement of the approved supply, the applicant accepts and agrees to abide by and conform with the following:

- THAT the proposed works be constructed in complete conformity with the plans and specifications approved this day or approved amendments thereto.
- THAT this approval is applicable only to the improvements cited above which will be dedicated to the Town of New Windsor.

ISSUED FOR THE STATE COMMISSIONER OF HEALTH



JUNE 20, 2001

Date

\_\_\_\_\_, P.E.  
Designated Representative  
M.J. SCHLEIFER, P.E., ASSISTANT COMMISSIONER  
O.C. DEPT. OF ENV. HEALTH  
124 MAIN ST., GOSHEN NY 10924

Name and Title (print)

**General**

|                                                                            |                                              |                                                                            |                                      |                                                |
|----------------------------------------------------------------------------|----------------------------------------------|----------------------------------------------------------------------------|--------------------------------------|------------------------------------------------|
| 6. Type of Ownership                                                       |                                              | <input type="checkbox"/> 68 Private - Other                                | <input type="checkbox"/> 1 Authority | <input type="checkbox"/> 30 Interstate         |
| <input checked="" type="checkbox"/> Municipal                              | <input type="checkbox"/> Commercial          | <input type="checkbox"/> Private - Institutional                           | <input type="checkbox"/> 19 Federal  | <input type="checkbox"/> 40 International      |
| <input type="checkbox"/> Industrial                                        | <input type="checkbox"/> 9 Water Works Corp. | <input type="checkbox"/> 26 Board of Education                             | <input type="checkbox"/> 20 State    | <input type="checkbox"/> 18 Indian Reservation |
| 7. Estimated Total Cost<br>\$115,000                                       |                                              | 8. Population Served                                                       |                                      | 9. Drainage Basin<br>HUDSON RIVER              |
| 10. Federal Aid Involved?                                                  |                                              | 11. WSA Project?                                                           |                                      |                                                |
| <input type="checkbox"/> 1 Yes<br><input checked="" type="checkbox"/> 2 No |                                              | <input type="checkbox"/> 1 Yes<br><input checked="" type="checkbox"/> 2 No |                                      |                                                |

**Source** N/A

|                                                             |                 |                                  |
|-------------------------------------------------------------|-----------------|----------------------------------|
| 12. <input type="checkbox"/> Surface Name _____ Class _____ |                 | 13. Est. Source Development Cost |
| <input type="checkbox"/> Ground Name _____ Class _____      |                 |                                  |
| 14. Safe yield<br>GPD                                       | 15. Description |                                  |

**Treatment** N/A

|                                           |                                          |                                         |                                               |
|-------------------------------------------|------------------------------------------|-----------------------------------------|-----------------------------------------------|
| 16. Type of Treatment                     |                                          |                                         |                                               |
| <input type="checkbox"/> 1 Aeration       | <input type="checkbox"/> 4 Sedimentation | <input type="checkbox"/> 7 Iron Removal | <input type="checkbox"/> 10 Softening         |
| <input type="checkbox"/> 2 Microstrainers | <input type="checkbox"/> 5 Clarifiers    | <input type="checkbox"/> 8 Chlorination | <input type="checkbox"/> 11 Corrosion Control |
| <input type="checkbox"/> 3 Mixing         | <input type="checkbox"/> 6 Filtration    | <input type="checkbox"/> 9 Fluoridation | <input type="checkbox"/> 12 Other             |
| 17. Name of Treatment Works               | 18. Max. Treatment Capacity<br>GPD       | 19. Grade of Plant Operator Req.        | 20. Est. Cost                                 |
| 21. Description                           |                                          |                                         |                                               |

**Distribution**

|                                                                                                                                                                                   |                                                      |                         |                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------|
| 22. Type of Project                                                                                                                                                               |                                                      | 23. Type of Storage     | 24. Est. Distribution Cost                                                                             |
| <input type="checkbox"/> 1 Cross Connection                                                                                                                                       | <input type="checkbox"/> 3 Transmission              | Elevated _____ Gals.    | \$115,000                                                                                              |
| <input checked="" type="checkbox"/> 2 Interconnection                                                                                                                             | <input type="checkbox"/> 4 Fire Pump C1 <sub>2</sub> | Underground _____ Gals. |                                                                                                        |
| 25. Anticipated Distribution<br>System Demand: Avg. 17,000 GPD Max. 33,000 GPD                                                                                                    |                                                      |                         | 26. Designed for fire flow?<br><input checked="" type="checkbox"/> 1 Yes <input type="checkbox"/> 2 No |
| 27. Description<br>INSTALLATION OF 1918 LF OF 12" DIP WATERMAIN TO SERVICE THE RPA CONDOS., RETAIL CTR. & EXISTING WINDSOR CREST CONDOS., HYDRANTS AND PRESSURE REDUCING STATION. |                                                      |                         |                                                                                                        |

# Shaw Engineering

Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
[914] 561-3695

June 25, 2001

Via Fax: 563-4695

Chairman James R. Petro, Jr. and  
Members of the Planning Board  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Re: New Condominium Complex For RPA Associates, LLC  
Windsor Highway, Town Of New Windsor

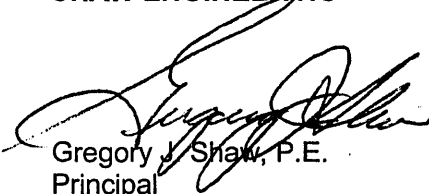
Gentlemen:

Please consider this letter my client's request for (2) 90 days extension to the Conditional Site Plan Approval granted by your Board on January 10, 2001.

Thank you in advance for your cooperation in this matter.

Respectfully submitted,

**SHAW ENGINEERING**

  
Gregory J. Shaw, P.E.  
Principal

GJS:mmv  
Enclosure

cc: Tom Perna, RPA Associates LLC

*2 - 90-Day Extensions*  
*Expires 1/6/2002*

*(M) (S) 4 Ayes*  
*A K 0 Nayes*

CORRESPONDENCE:

RPA SITE PLAN (99-18)

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this discussion.

MR. SHAW: I was the one who requested those extensions on behalf of my client, RPA, we got approval in January for the subdivision application which created the Town road and the couple of parcels and also the condominium project. We're asking for two 90 day extensions for both the condo and the subdivision approval. What we have done in the past five months is we have gotten approval from the health department for the water system for both the condos and the retail center. A lot of work, had to bring off-site water main, had to redo a pressure reducing station that was part of the Town's work for Windsor Crest, relocate, all that's been approved. My client and I are ready to submit to Mark the bond estimate for both the private improvements on the condo and the bond estimate for the Town road so that piece of information is ready to go in. What my client would like to do is to get the extensions to pay the fees to the Town for both the condo and the road, not post bond for the road and to begin to do some site work, not only on the condos, not only on the Town road, but also start getting the front portion of the retail to grade which we'll talk about in a second. But that's really what his goal is is to get the extensions to pay the fees to start the work is okay and once he gets the Town road site work knocked down, then he'll post a bond for the difference, okay, but the fees will be paid. There's going to be \$34,000 in fees to the Town for inspection services for the road so that kind of pulls it altogether for you.

MR. PETRO: You have two of them, two 90's for each one of them?

MR. SHAW: Correct.

MR. PETRO: All right, this will be for the first one which is plan 9918, this is for two 90 day extensions of conditional approval for RPA site plan.

MR. EDSALL: So the minutes are clear, Jim, the 180 days that was granted on January 10 would expire on July 10 and the additional 180 total would bring the approval through January 6, 2002.

MR. PETRO: Can I have a motion for the extensions?

MR. ARGENIO: So moved.

MR. KARNAVEZOS: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board grant two 90 day extensions of conditional approval for the RPA site plan to the dates that Mark just read in there. Any further discussion? If not, roll call.

ROLL CALL

|                |     |
|----------------|-----|
| MR. ARGENIO    | AYE |
| MR. KARNAVEZOS | AYE |
| MR. LANDER     | AYE |
| MR. PETRO      | AYE |



**McGOEY, HAUSER and EDSALL**  
**CONSULTING ENGINEERS P.C.**

RICHARD D. McGOEY, P.E. (NY & PA)

WILLIAM J. HAUSER, P.E. (NY & NJ)

MARK J. EDSALL, P.E. (NY, NJ & PA)

JAMES M. FARR, P.E. (NY & PA)

**LI Main Office**

33 Airport Center Drive

Suite #202

New Windsor, New York 12553

(845) 567-3100

e-mail: mheny@att.net

**LI Regional Office**

507 Broad Street

Milford, Pennsylvania 18337

(570) 296-2765

e-mail: mhpea@ptd.net

**MEMORANDUM**

(via fax)

26 September 2001

**TO: MYRA MASON, PLANNING BOARD SECRETARY**

**FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER**

**SUBJECT: RPA ASSOCIATES SITE PLAN - UNION AVE & RT. 32**  
**NWPB APP. NO. 99-18**

I have reviewed the status of the subject project, relative to the recommended list of approval conditions noted in my 10 January 2001 comment sheet. Please note the following:

1. The drainage district map, plan and report have been submitted to the Town Attorney. I need to verify with Phil Crotty if it is in a form which would permit the P/B to stamp the plans.
2. OCDPW & NYSDOT approvals have already been submitted to the Planning Board for record. The applicant is currently awaiting permit issuance.
3. Bob Rodgers has approved the roadway names for the subdivision and site plan.
4. I have reviewed and approved the site plan improvement cost estimate. A copy is attached for your use.
5. The Offers of Dedication and Easements must be submitted to the Town Attorney. I will need to verify with Phil Crotty once these are received.
6. The final plans submitted are acceptable.
7. All fees must be paid (to be verified by Myra).

By copy of this memorandum, I am requesting that Phil Crotty contact me once the Offers of Dedication are received so we can coordinate his "write-off" of items #1 and #3 before the subdivision plans are stamped.

Cc: Phil Crotty, Attorney for the Town. (w/encl)

NW99-18-CloseoutMemo092601.doc  
MJE/s

**PAID**

*Inspect fee*

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 10/23/2001

PAGE: 1

LISTING OF PLANNING BOARD FEES  
4% FEE

FOR PROJECT NUMBER: 99-18

NAME: RPA ASSOCIATES CONDOMINIUM COMPLEX  
APPLICANT: RPA ASSOCIATES, LLC

| --DATE--   | DESCRIPTION-----          | TRANS  | --AMT-CHG | -AMT-PAID | --BAL-DUE |
|------------|---------------------------|--------|-----------|-----------|-----------|
| 10/23/2001 | 2% of cost est. 683,387.0 | CHG    | 13668.00  |           |           |
| 10/23/2001 | REC. CK. #011034          | PAID   |           | 13668.00  |           |
|            |                           | TOTAL: | 13668.00  | 13668.00  | 0.00      |





# Shaw Engineering

## Consulting Engineers

744 Broadway  
P.O. Box 2569  
Newburgh, New York 12550  
(914) 561-3695

September 24, 2001

Chairman James R. Petro and  
Members of the Planning Board  
**TOWN OF NEW WINDSOR**  
555 Union Avenue  
New Windsor, New York 12553

Re: New Condominium Complex For RPA Associates, LLC  
Windsor Highway, Town Of New Windsor

Gentlemen:

We have presented below for your consideration our revised Construction Estimate for the site improvements for the New Condominium Complex For RPA Associates LLC. Our estimate is as follows:

### CONSTRUCTION ESTIMATE

| <u>ITEM</u>                 | <u>QUANTITY</u> | <u>UNIT PRICE</u> | <u>AMOUNT</u> |
|-----------------------------|-----------------|-------------------|---------------|
| Macadam Pavement            | 7,643 S.Y.      | \$ 14             | \$ 107,002    |
| Concrete Curbing            | 4,740 L.F.      | \$ 10             | \$ 47,400     |
| Concrete Sidewalks          | 434 S.Y.        | \$ 35             | \$ 15,190     |
| Handicap Sign/Striping      | 2               | \$ 125            | \$ 250        |
| Dry Rubble Retaining Walls  | 8,900 S.F.      | \$ 8              | \$ 71,200     |
| Street Identification Signs | 7               | \$ 125            | \$ 875        |
| Sanitary Sewer Main (8")    | 3,071 L.F.      | \$ 25             | \$ 76,775     |
| Manholes                    | 26              | \$ 1,300          | \$ 32,500     |
| Water Main (8")             | 1,070 L.F.      | \$ 25             | \$ 26,750     |
| Hydrants                    | 4               | \$ 1,300          | \$ 5,200      |
| Valves                      | 1               | \$ 700            | \$ 700        |

Chairman James Petro and  
Members of the Planning Board (Cont'd)

-2-

September 24, 2001

| <u>ITEM</u>                          | <u>QUANTITY</u> | <u>UNIT PRICE</u> | <u>AMOUNT</u>    |
|--------------------------------------|-----------------|-------------------|------------------|
| Storm Drain Piping (15"-18")         | 3,210 L.F.      | \$ 25             | \$ 80,250        |
| Storm Drain Piping (24")             | 459 L.F.        | \$ 30             | \$ 13,770        |
| Catch Basins                         | 47              | \$ 1,000          | \$ 47,000        |
| Flushing Basins                      | 6               | \$ 1,300          | \$ 7,800         |
| Rip-Rap Swale                        | 635             | \$ 10             | \$ 6,350         |
| Small Recycle Center - w/Landscaping | 3               | \$ 2,000          | \$ 6,000         |
| Large Recycle Center - w/Landscaping | 2               | \$ 4,000          | \$ 8,000         |
| Roadway Lighting Lamposts            | 22              | \$ 1,000          | \$ 22,000        |
| Entrance Lamposts                    | 72              | \$ 500            | \$ 36,000        |
| Emergency Entrance w/ Crash Gate     | 1               | \$ 1,500          | \$ 1,500         |
| Individual Building Landscaping      | 20              | \$ 2,000          | \$ 40,000        |
| Trees - Common Areas                 | 215             | \$ 125            | \$ 26,875        |
| Shrubs - Common Areas                | 160             | \$ 25             | \$ 4,000         |
| <b>Total</b>                         |                 |                   | <b>\$683,387</b> |

Should this Estimate be acceptable to your Board, my client will pay the 2% inspection fee of \$13,668.

Respectfully submitted,

SHAW ENGINEERING



Gregory J. Shaw, P.E.  
Principal

GJS:mmv

cc: Mark Edsall, P.E., Planning Board Engineer  
Tom Perna, RPA Assoc. LLC

TOTAL P.03

*Camo*




## POLLUTION CONTROL, INC.

*Operation of Water and Wastewater Treatment Systems*

TOWN OF NEW WINDSOR WASTEWATER TREATMENT FACILITY  
P.O. BOX 4653, 145 CAESARS LANE  
NEW WINDSOR, NEW YORK 12553  
(845) 561-2550  
(845) 565-0626 - Fax

**OUR NEW ADDRESS**  
1610 Route 376  
Wappingers Falls, NY 12590  
(914) 463-7310 Fax (914) 463-7305

### M-E-M-O-R-A-N-D-U-M

TO: George J. Meyers, Town Supervisor  
FROM: John P. Egitto, Operations Engineer   
DATE: June 12, 2001  
RE: RPA Associates project, Planning Board No. 99-18

In order to supply water of adequate pressure and volume to the above-referenced project, RPA proposes to connect to an existing line supplying Windsor Crest Condominiums. (The source of this water being a water booster station, located at the concrete storage tank on Union Avenue.) The demands on this booster station have increased significantly over the past several years. Vails Gate Heights Drive, the new school and Windsor Crest Condominiums have all been added to this station in recent years. Currently, the station is very near it's capacity.

In describing this situation to Mark Edsall, he suggested that I inform you of the status of this booster station and request your thoughts on making any approvals contingent upon their upgrading the station (or a portion thereof).

My first recommendation would be to install a flow meter at the station in order to provide actual daily volumes pumped to the high pressure zone. This would aid in the evaluation of the size and scope of any upgrade to the station.

I would be happy to further discuss the importance of having available capacity at this booster station.

If you have any questions or should you require any further information, please do not hesitate to call me at (845) 561-2550.

cc: James Petro, Planning Board Chairman  
Mark Edsall, P.E., Town Engineer

RESULTS OF P.B. MEETING OF: January 10 2001

PROJECT: RPA Site Plan

P.B.# 99-18

LEAD AGENCY:

Handled w/ PUD

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y\_\_ N\_\_

M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_

2. TAKE LEAD AGENCY: Y\_\_ N\_\_

CARRIED: YES\_\_ NO\_\_

M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_

CARRIED: YES\_\_ NO\_\_

WAIVE PUBLIC HEARING: M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_ WAIVED: Y\_\_ N\_\_

SCHEDULE P.H. Y\_\_ N\_\_

SEND TO O.C. PLANNING: Y\_\_

SEND TO DEPT. OF TRANSPORTATION: Y\_\_

REFER TO Z.B.A.: M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_

RETURN TO WORK SHOP: YES\_\_ NO\_\_

APPROVAL:

M) ~~A~~ S)\_\_ VOTE: A\_\_ N\_\_ APPROVED: \_\_\_\_\_

M) A S) B VOTE: A 5 N 0 APPROVED CONDITIONALLY: 1-10-01

NEED NEW PLANS: Y\_\_ N\_\_

DISCUSSION/APPROVAL CONDITIONS:

Address Mark's comments

\* Send to Alex Marshall for historic review

Need Hwy + Fire approval

RPA SITE PLAN (99-18) ROUTE 32 & UNION AVENUE

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. SHAW: We start tonight with the condo proposal. We have been before this board many times, as the Chairman said previously, we have had a public hearing on this, I believe it was round June, there's been a substantial amount of engineering work that has been generated. We have submitted to Mark a full final complete set of drawings for the Town to review, consists of 30 sheets, it consists of everything with respect again to this roadway, the grading, the utilities, sanitary, water storm drainage, storm water management ponds, landscaping, refuse, just any and everything that this board would normally require is reflected in this set of drawings. Again, that's why we have 30 sheets. If you want, I could go through the sheets in detail, but it would take an awful lot of time up, maybe I would just be better off conferring to your board and answering any questions that you may have under the pretext that the drawings are complete and we're looking for final site plan approval.

MR. PETRO: This is part of the PUD again, correct?

MR. EDSALL: Yes, it is.

MR. PETRO: Everything that you said for the subdivision is going to be in effect for this as far as the SEQRA process lead agency?

MR. EDSALL: Yes and at your previous meeting you have already reached a decision that it is consistent.

MR. PETRO: We did have a public hearing which was complete.

MR. SHAW: Yes.

MR. PETRO: Public hearing was held and closed on the 23 June, 2000 planning board meeting.

MR. LANDER: Mr. Shaw, Road, A, B, C, D, they're all

the same width roads?

MR. SHAW: No, they are not. What we have done is Road A, we have made 30 feet in width, that's going to have the emergency access connection off of Union Avenue, all right. So your intent was that if emergency vehicles have to come in, they'll enter into Road A as the proposed Town road is going to be 30 feet in width, the balance of the roads are 25 feet in width, and we spent an awful lot of time at the public hearing and I believe it even was in October where we had a followup meeting with respect to the width of the roads and parking for visitors. And I think we left with the fact that there was a substantial number of parking spaces for visitors where they would not be parking against the curb and reducing the available width of the roadways.

MR. PETRO: Is that a crash gate way up at the top?

MR. SHAW: Yes.

MR. PETRO: Where is the other entrance now, just the main spine road, that's it?

MR. SHAW: Correct.

MR. LANDER: Mr. Shaw, I think all the roads should be 30 feet wide. The same situation on the Windsor Crest parcel where the roads are 30 and the interior roads were, I'm going to say 26 feet, and any time somebody had a large party or something or parked in the road on both sides, it was hard to get through. I'm not too, I think they should be 30 feet all the way through.

MR. SHAW: With all due respect, Mr. Lander, we spent a lot of time discussing that and the way it was left the last time we left this board, it's my impression that the width was adequate because of the visitor parking and also because of the facilities, the pool and community building, but again, I understand your point. I believe we have 40 some parking spaces for visitors.

MR. LANDER: Another question, Mr. Shaw, are we counting the--is there garages here?

MR. SHAW: Yes, there are.

MR. LANDER: Are they townhouses?

MR. SHAW: No, there are townhouses, there are garages and we included a space in a garage in accordance with your zoning that permits a legitimate space having a space in the garage, am I correct with that, Mike?

MR. BABCOCK: That's correct.

MR. PETRO: We have conditional approvals for highway, which is consultation with Mark Edsall during final review and also with the fire, we have conditional approval. I have provided to Engineer Edsall markup of the utility plan to relocate three hydrants, please have Mr. Shaw meet with Mr. Edsall to discuss this matter.

MR. SHAW: It would be my pleasure to move those three.

MR. PETRO: Are you familiar with that?

MR. EDSALL: I'm not sure which ones they are, but Bob did tell me he had a plan on its way to me.

MR. LANDER: Mr. Shaw, let's pick one of these little gray areas, let's say in row D, right at the entrance of the Town road on that spine road, what's that little recycling is the garbage?

MR. SHAW: Recycling center.

MR. LANDER: And garbage?

MR. SHAW: Yes, the drawings show what they are going to look like, if you care, I can pull out the drawings.

MR. PETRO: Similar to the Windsor Crest?

MR. SHAW: Yes, going to have a roof, stone facade four or five feet up, something of that nature.

MR. LANDER: Bigger ones are the same thing?

MR. SHAW: Only larger units.

MR. LANDER: Cause they take more units.

MR. SHAW: Correct.

MR. PETRO: The front of the tennis court you have the topo there as real tight and real steep, how are you going to treat that?

MR. SHAW: That's going to be a 1 on 2 1/2 slope and it's going to have a retaining wall, probably about 6, 8 feet in height that would be made out of pre-cast masonry units.

MR. PETRO: Does it say that anywhere in any plan what it's going to be made of, I want to make sure we don't end up with railroad ties.

MR. SHAW: No, Mr. Chairman, just stipulates retaining walls. If you want the words amended to reflect that a masonry, retaining wall, we can certainly do that, that's not a problem.

MR. LANDER: Now, these plans here are the only ones you brought with you or submitted?

MR. SHAW: No, what I submitted is two sheets which give you a general overview of the project and then I submitted two full sets of the 30 sheet drawings, one went to the consultant, one to the file, your consultant just felt it was easier to give you the face sheets instead of giving you 30 sheets each which are you know, quite heavy and take up a lot of space.

MR. BABCOCK: He has a copy with him.

MR. PETRO: I don't want to see them.

MR. LANDER: No, we had a question.

MR. PETRO: Why we only had two sheets out of 30.

MR. LANDER: He's used to looking at details.



MR. ARGENIO: I am used to looking at the details.

MR. SHAW: Would you care to see the set? I brought one with me. In this set, Mr. Chairman, as Mr. Argenio's going to see, the drawings not only show the construction of the condos without the retail, there are also drawings showing the development of the condo, how it's going to interface with the retail, so there should really should not be any loose ends in that set of documents, you can see it both with or without.

MR. LANDER: Cause sheet 2 you're talking about that retaining wall well below that, there's another retaining wall for the commercial, right, one here?

MR. SHAW: No, there's no, you have a retaining wall here, then this is just a sloped embankment with a piece of curbing.

MR. LANDER: Okay, I thought there was a retaining wall back here.

MR. SHAW: Many, many years ago.

MR. PETRO: Any tenants here yet?

MR. SHAW: No.

MR. ARGENIO: Trash enclosures are nice, Ronny.

MR. LANDER: I'm glad to see the sidewalks, Mr. Shaw.

MR. SHAW: Yes, again, we spent an awful lot of time discussing the layout and everything.

MR. LANDER: I know I have the senior citizen thing where I forget.

MR. LANDER: How many units are you proposing and how many by law can you build here?

MR. SHAW: We're proposing 102 and I really don't know whether or not the term by law comes into play. Again, this is all part of the PUD approval and what I can

tell you for the entire parcel of the land formally known as Sky-Lom New Windsor, which consisted of not only these three lots but also the property of the school, there was 500 and some units proposed all total but it's really not relevant, big chunk of the school was taken away and again, that was just under the special permit, it was never approved.

MR. LANDER: Mr. Shaw, you had 180 units when you first came, now you have 102, so you scaled it down.

MR. PETRO: We met with George, looked over condos and the apartments.

MR. LANDER: So we're getting a little more open space, little more green.

MR. SHAW: What happens, the parcel is 14 acres we're looking for 102 units, I believe that comes out to like 77 units per acre, 7 units per acre in this area is R-5 zoning, I believe that's one per 7,000 square feet anyway, so it's independent of the PUD, the density of this project is consistent with the surrounding areas, that being an R-5, is that correct, Mike, one per 7,000 square feet?

MR. BABCOCK: Yeah, I think I'm just looking that up, Mr. Shaw, I think you do have to follow that regulation.

MR. SHAW: The regulations.

MR. BABCOCK: For R-5.

MR. PETRO: I thought it was 6 units per acre.

MR. EDSALL: Roughly.

MR. BABCOCK: 7,000 square foot per unit.

MR. EDSALL: How many units if you look back at the PUD, how many units were approved?

MR. SHAW: Substantially more than what's on here, substantially more.

MR. LANDER: Mr. Shaw, the grades here, what are we going to do with all this water, just ground water, not anything going to the catch basins or anything else because of the topo of this, are we going to have french drains behind the curbs, are we going to pick up any of the drainage between the units, say the units from Road A to Road D, catch any of this water?

MR. SHAW: Yes to all of the above. If I may just take a minute, behind the uphill units on Road E, there's a catch basin, the uphill units there's a catch basin and there are swales to pick up overland flow, of course, if they dig in the area and find springs or water migrating through the soil, it's only common sense to put a french drain in. That condition above Road E would have done the same as in above Road D, which is in this location, we have also done that between the units in this area also which there's a catch basin in this area, there are further catch basins in this area between the units so what we have done is trying to be sensitive to overland flow and also water migrating through the soil and it has been designed to catch the overland and when conditions exist in the field and we see ground water, we just have to put a french drain and tie it into the catch basins but at least the catch basins are on the plan, they have something to tie into.

MR. LANDER: We have learned a few lessons with these condo projects the hard way down the road here, project right next door, all kinds of problems, I think they still don't have them all solved with drainage over the grass, over the sidewalks, they have water bleeding from underneath the curbs, if that's the case, I mean, especially with the slopes, you're going to be working here, you have to put stone behind it and get the water instead of it trying to come up between the curb and pavement, which is happening over there.

MR. SHAW: There may be many a french drain to cut off the ground water moving through the soil.

MR. PETRO: Mark, you have A, B, C, D, E, F and G and we can make them subject to.

MR. EDSALL: Again, only if you're in a position to consider it, A deals with the same drainage district we just spoke about under the subdivision application, the approvals, DOT, New York State DOT and Orange County DPW, I believe they have, and just has to get on record, they need to still get the final Orange County Department of Health approval because the water mains throughout this complex are subject to DOH review. Comment C is the same as the last one, road names need to be do coordinated with Bob Rogers, cost estimate is a typical requirement and E, which is offers of dedication and related documents, we anticipate that we'll have possibly some water lines, but at minimum, we have the sewer line that runs down the hill that's been proposed for dedication already with the Town Supervisor and we had some deficiencies identified and they're straightening those out now and comment F is the same as the last one, we have a very large set of drawings that I don't want to review until we know that it's the final set, that there's going to be no additional changes made.

MR. SHAW: It's the final set, believe me.

MR. PETRO: I want to get back to another question I had probably two or three times, where the cul-de-sac is going to be, the road would continue, I had mentioned at one time, I would like to see it tied into the school so the road would become looped to the Town road and having a second access instead of just having the one silly road that goes in and out that nobody ever reviewed and you told me no and the applicant said no and it seems like everybody said no.

MR. LANDER: Well, I don't recall whether they said no but I think the school would be the one to ask, they might not want an access.

MR. SHAW: I don't think we said no, it was part of the next subdivision application, it wasn't that one but I don't think we have rejected that.

MR. LANDER: Because it didn't get that far.

MR. PETRO: It's not up that far yet, we're going to discuss it when we do the 55 acre parcel?

MR. SHAW: Correct.

MR. LANDER: We'd have to find out from the Board of Ed whether or not they'd want it to begin with, why wouldn't they want it, I don't know, because it's the New York State Board of Education, that's why, they do what they want.

MR. PETRO: Well, at best, have a crash gate somehow or have something.

MR. LANDER: For emergencies.

MR. PETRO: Because if a truck is blocking the road and there's a fire in the school, you're done. Okay, so, we'll get to that next time, I guess, if that time ever comes. Also, for the minutes and for the disclosure reasons, I want to note that I own 45 acres directly to the south of this property, it's also my residence and I have no interest in this application. RPA Associates, no connection to them whatsoever. Okay, to the members, does anybody have anything else they want to discuss? I've seen enough of this. I think Mark can handle it from here.

MR. KARNAVEZOS: I have one question being that the roads are 25 feet and all and I know that those roads aren't going to be dedicated to the Town but as far as snow removal, where are you going to put the snow?

MR. LANDER: Because the roads are so narrow.

MR. SHAW: There are areas where you can place the snow, I haven't identified them on the plan but as you look around, there are portions of the site, even if you had to put them in the visitor parking area behind the visitor parking area, there are clusters of areas to put the snow, not necessarily enough to take care of a 24 inch snow fall but, you know, it's, there are snow stock piling areas.

MR. LANDER: We're just concerned about the width of

the road being that they're so narrow, you get two foot on one side, if they don't maintain it, then it's always to be a problem.

MR. PETRO: On Mr. Shaw's behalf and applicant's behalf, I have to say that I think we've gone over that 25 foot a number of times at the meeting. I think what we decided is exactly what he drew, that the spine roads will be the 30 foot and secondary roads would be 25. All right, maybe you may not have been here at that meeting, I don't know, I'm not making a big deal out of this.

MR. LANDER: I don't remember that but is the detail, pavement detail the same for all roads and parking lots?

MR. SHAW: No, they are not, we have a spec for the Town road that obviously meets the Town road spec for the individual roads.

MR. LANDER: Take, for instance, Road A and Road B?

MR. SHAW: We have a road cross-section for Roads A, B, C and D, and that shows one and a half inches of top course, three and a half inch of base course, and a 12 inch foundation course.

MR. LANDER: That was A?

MR. SHAW : A, C, C & D which leads to the next question, what happened to E and maybe he wasn't added to that detail note because there's no difference so--

MR. EDSALL: Where is E, which one is E?

MR. SHAW: E should be the little stub over here, that that's it was added, it's on the other side of the Town road but yes, all the roads are going to be constructed of basically five inches of macadam, 12 inches of foundation.

MR. EDSALL: That's the minimum Town road spec, you're absolutely right, that the requirement is that the roads be built to at least minimum Town standards and

that's the minute Town road.

MR. PETRO: What did we decide on the view easement?

MR. SHAW: We spent a lot of time looking at the view easement, when we actually went back and did the title search on the property to find out what was the intent and the, we even got Myra involved to look back when the subdivision plan was approved to see if there was anything in the minutes with respect to the easement, the bottom line, the only thing that exists, view easement showed up on a filed subdivision plan, that was it, okay, and we came in with perspectives trying to determine what was the intent of the view easement. If the intent was to look from the Epiphany buildings to the Hudson River, you would continue to see that no matter what you built here, at least with the retail and residential and we also agreed that the intent wasn't to look from the Epiphany buildings down onto Windsor Highway because there's nothing to see there so no matter what gets built, you'll look over and still be able to see the Hudson. With respect to what you can see from Windsor Highway up to the buildings, you can see the full face of the building. The only thing blocking it is not what's going to be built here but a large cluster of evergreens which are 30, 40 feet high on school property that blocks the facade of the school building but again, we didn't even agree that the intent was to see the entire building from Windsor Highway, so the board feels that as long as we weren't blocking the view to the Hudson that that was the most important thing and that we haven't violated it.

MR. EDSALL: Jim, if you recall, I don't know when they were submitted, we received two 8 1/2 by 8 sheets, one which shows the view from Route 32 up to the former Epiphany College building and then the other one which shows the view from the Epiphany building down maintaining the view of the Hudson River and those are the, I think the best.

MR. PETRO: I remember going through this, I don't know how we got to where we got.

MR. ARGENIO: I think the whole thing was put to bed

last time, it was all pretty much put to bed and I think though those illustrations that Mark held up is what put it to bed.

MR. PETRO: Has Glen Marshall, the Town historian, has he had any input or comment or been notified of this construction on this site, no, right?

MR. BABCOCK: Typically not, Mr. Chairman, unless the board wishes.

MR. PETRO: I want to do that now, he should be notified before construction or building permit is actually issued. I don't know at what level. I want him to go up and check the property just south to the school and probably news to you now I'm, we're not going to hold you up, but I want him to go up and check it out because I happen to know there's some grave sites in there.

MR. SHAW: If I may just, going back to 1990 because that was part of the application with Sky-Lom there was a thorough archeological survey of the site and that will be in documents with the Town, if there's anything pertinent there that would have been identified in the findings statement.

MR. PETRO: Maybe not, I mean, let him at least--

MR. EDSALL: The issue of the--

MR. SHAW: But this site did have an archeological review.

MR. PETRO: It will be a lot easier than if you're going through with a backhoe and pick up a human skeleton.

MR. BABCOCK: The graves were relocated.

MR. EDSALL: There was discussion on that and I believe there was some work done attempting to locate what was thought to be the couple grave sites and either the IES or during that process there was some relocations done or there was some way of mitigating those when they're



encountered.

MR. BABCOCK: Either they were going to move them or they couldn't do it for some reason.

MR. EDSALL: Couldn't find them all, possibly.

MR. BABCOCK: Myra can contact him.

MR. PETRO: Get a letter from Glen that he has no input or whatever it may be, it will be good for everybody to have, we'll have one for the file and one for the applicant.

MR. EDSALL: I just want to get in the minutes because I didn't want anybody to think it was a new issue.

MR. PETRO: No, it's been around, I know that, I don't think that maybe the applicant didn't no, I want to take a motion here for final approval, conditional approval if somebody would make that, then we can read everything in.

MR. ARGENTIC: Make a motion for conditional final approval.

MR. BRESNAN: Second it.

MR. ARGENTIC: For the RPA Associates site plan condo complex.

MR. BRESNAN: Second it.

MR. PETRO: Motion has been made and seconded that the Town of New Windsor Planning Board grant final approval for the RPA Associates, conditional final approval on New York State Route 32 and Union Avenue subject to all the comments that Mark read in which is A, B, C, D, E, F and G. Also, I want to remind the applicant that we have a conditional highway approval and conditional fire approval so he needs to work those two out also and also getting a letter from Glen Marshall, the Town historian saying that he has no interest in the site or he does, so we have something for the record.

MR. LANDER : Can I ask what's the condition of the fire?

MR. PETRO: Condition on the fire was to have the three hydrants relocated, Mark said he'd take care of that, he didn't know which three that he wanted, might be moved down, he said.

MR. PETRO: Have I left anything out or is there any additions or corrections? Andy, do you see anything?

MR. KRIEGER: No.

MR. EDSALL: No.

MR. PETRO: Any of the members? If not, roll call.

ROLL CALL

|                |     |
|----------------|-----|
| MR. ARGENIO    | AYE |
| MR. BRESNAN    | AYE |
| MR. KARNAVEZOS | AYE |
| MR. LANDER     | AYE |
| MR. PETRO      | AYE |

MR. EDSALL: Just for the record. for the applicant they should understand that both applications being conditionally approved do have a time clock running of 180 days with the potential for two 90 day extensions.

MR. SHAW: To meet the conditions?

MR. EDSALL: To meet the conditions.

MR. PETRO: And get them signed, that doesn't seem too difficult because like you said earlier, I think you only have housekeeping details.

MR. EDSALL: One that takes time is the drainage district, so they should move quickly on that.

MR. SHAW: I'm sure the Town attorney will move post haste.



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**TOWN OF NEW WINDSOR**  
**PLANNING BOARD**  
**REVIEW COMMENTS**

**PROJECT NAME:** RPA ASSOCIATES SITE PLAN (CONDO COMPLEX)  
**PROJECT LOCATION:** NYS ROUTE 32 AND UNION AVENUE  
SECTION 4 – BLOCK 2 – LOT 21.2 (PORTION OF)  
**PROJECT NUMBER:** 99-18  
**DATE:** 10 JANUARY 2001  
**DESCRIPTION:** THE APPLICATION PROPOSES THE DEVELOPMENT  
OF THE AREA TO THE WEST OF THE RPA RETAIL  
SITE PLAN AS A MULTI-FAMILY CONDOMINIUM  
COMPLEX. THE PLAN WAS PREVIOUSLY  
REVIEWED AT THE 23 JUNE 1999, 12 JANUARY 2000,  
26 APRIL 2000 AND 28 JUNE 2000 PLANNING  
BOARD MEETINGS.

1. The property is part of the overall property previously submitted to the Town as part of the Sky-Lom Planned Unit Development (PUD). This application is for a component of the PUD, for 102 condominium units.

A public hearing was held and closed at the 28 June 2000 Planning Board meeting. At that meeting, the Board also noted on the record the SEQRA status for the project, and the previous adoption of findings by the Town Board for the PUD.

2. The applicant's engineer has prepared a complete plan set which deals with the potential development with or without the adjoining retail site. It may be helpful for the applicant's engineer to review, with the Board, the alternatives considered in the complete set of drawings.
3. The complete site plan set consists of thirty (30) drawings. A complete and detailed review of all these drawings has not been completed by our office, although my cursory review of the set, and my meetings with Mr. Shaw indicate that the drawings are in final form.

The Board may be asked to consider a conditional site plan approval. If you so consider one, I suggest you make the approval subject to the following conditions:

- a. Creation and final approval of the Town Drainage District in accordance with the Town Board's requirements.
- b. Submittal of documentation verifying the approvals from the NYSDOT, OCDPW and OCDOH.
- c. Identification of the roadway names (pursuant to approval from the Fire Inspector), and indication of all road names (and numbering) on the final site plan.
- d. Submittal and approval of the Improvement cost estimate for the site improvements.
- e. Submittal and approval, by the Town Board, Town Attorney and Town Engineer of all offers of dedication and related documents. (anticipated for some sewer and water improvements). This will include necessary easements from the School District for the water main.
- f. Acceptance of the final plans, subsequent to the final detailed review of the submittal set by the Planning Board Engineer, in cooperation with the Highway Superintendent and Fire Inspector.
- g. Payment of all fees due.

Respectfully Submitted,



Mark J. Edsall, P.E., P.P.  
Planning Board Engineer

MJE/st  
NW99-18-10Jan01.doc

RESULTS OF P.B. MEETING OF: June 28, 2000

PROJECT: R.P.A. Condo

P.B.# 99-18

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y    N   

M)    S)    VOTE: A    N   

2. TAKE LEAD AGENCY: Y    N   

CARRIED: YES    NO   

M)    S)    VOTE: A    N   

CARRIED: YES    NO   

Closed  
WAIVE PUBLIC HEARING:

M) B S) A VOTE: A 4 N 0

Closed  
WAIVED: Y 4 N 0

Closed  
SCHEDULE P.H. Y    N   

SEND TO O.C. PLANNING: Y   

SEND TO DEPT. OF TRANSPORTATION: Y   

REFER TO Z.B.A.: M)    S)    VOTE: A    N   

RETURN TO WORK SHOP: YES    NO   

APPROVAL:

M)    S)    VOTE: A    N    APPROVED:   

M)    S)    VOTE: A    N    APPROVED CONDITIONALLY:   

NEED NEW PLANS: Y    N   

DISCUSSION/APPROVAL CONDITIONS:

|                                                         |
|---------------------------------------------------------|
| <u>Note on plan: Drainage improvements to be done</u>   |
| <u>on Lower section (Shopping Area) prior to Condos</u> |
| <u>being built.</u>                                     |
|                                                         |
| <u>Need Landscaping between retail + Condos - + 11p</u> |
| <u>Union Ave.</u>                                       |
|                                                         |
|                                                         |

PUBLIC HEARING

RPA CONDOMINIUMS (99-18)

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: This is construction of a 103 condominium units. This application proposes development of the area to the west of the RPA retail site plan as multi-family condo complex. The plan was previously reviewed at the 23 June, 1999, 12 January, 2000 and 26 April, 2000 Planning board meetings. That's three, folks. The application is before the board for a public hearing at this meeting. What we're going to do is review it as the board first from the board and then we'll open it up to the public in a little while.

MR. SHAW: Thank you. As the Chairman mentioned, I'm representing RPA Associates LLC tonight. With me, is Dan Simone of RPA Associates.

MR. PETRO: Turn it this way until we open it up to the public.

MR. SHAW: With me also is Pete Russillo of John Collins Engineers. Mr. Russillo is the traffic consultant that dealt with the New York State DOT with respect to the improvements on Route 32 and also the Orange County DPW. So any issues regarding traffic I would defer to Mr. Russillo for his input. As the Chairman mentioned, the proposal is for 103 condominium units to be situated on 17.4 acres. The parcel is east of the Heritage Middle School and west of the proposed and unbuilt retail center, which is located at the intersection of Union Avenue and 32. As discussed during the proposal for the retail center, we're continuing to propose a town road moving in a westerly direction through the lands of the retail center and into the portion which is going to house a condominium site. That road will be built according to town specs, it will be 30 feet wide curb with sidewalks and upon construction would be dedicated to the Town of New Windsor. That's going to be our main spine road as our entry into the site. We have off that road 25 foot and

30 foot wide roads which are now going to be servicing the condominium units. We have one road which is moving in a southerly direction towards the lands of the Windsor Crest condos and we have two other spine roads which continue in a northerly direction and just stop short of the intersection with Union Avenue. At the request of the fire inspector, we have extended one roadway onto Union Avenue that would be the most westerly drive of the three and that would be a paved macadam entrance with an emergency crash gate to allow emergency vehicles entering the site, should there be any mishaps on the town road, it will allow them to have access to any other portion of the condo site. With respect to the storm water management facilities, the roadways will have a storm water collection system that will be designed for a 25 year storm and it will take the water to a proposed storm water detention basin. This is a basin, not a pond, it collects storm water during a rainfall and releases it out at a very slow rate after the rainfall. The outflow from that pond is going to be to the drainage system that exists in the proposed town road and then it will turn in a northerly direction into a 36 inch pipe which will ultimately discharge at the 36 inch pipe at the intersection of Union Avenue and Route 32. With respect to the water system we'll be tapping the newly installed 8 inch main which the Town brought along our property line in an easement to service Windsor Crest, we'll be tapping that line and running it through our site. That water main will be on the high pressure system of the Town of New Windsor serviced by the Snake Hill tank, it has a much higher pressure gradient than the water main that exists on Windsor Highway and will be running a distribution network system through the site and we'll bring a leg over to Union Avenue and extend that water main up Union Avenue till it interconnects with a 12 inch main which crosses Union Avenue for the purpose of looping the water system. Again, looping the water system, if a line is down, you'll still be able to shut the line off and service the rest of the unit with water and also during times of fire flow, you have two sources of water to draw water through which allows a smaller head loss and more flow available to fight a fire. With respect to the sanitary system, it will be a collection system, it

will be brought in an easterly and also a northerly direction. It will tie into the existing sanitary line in this location and it will flow by gravity towards the intersection of Union and 32 and then cross Union and 32 just west of that intersection. We have prepared many engineering drawings, I have brought with me tonight the architectural of the two units, one representing an uphill condition, the other representing a downhill condition. If you want, you can pass that amongst the board members to give you a feel for what the units are going to look like. And we do have colored renderings with us which Mr. Simone brought. And one last issue that I'd like to talk about that I am sure is very important to the board is the landscaping. Included in the drawings that are before you are landscaped drawings, what is before you on this board is the composite landscape plan showing the landscaping for the general layout of the site. There is additional drawings which show the landscaping around a building foundation and that drawing I believe is drawing 16B but this is the landscaping that would be spread throughout the site, you'll be able to see the street trees where they'd be located, the water quality basin, the landscaping that would be provided to screen that basin away from the Windsor Crest condos to visually buffer that as best we can. This drawing also shows the refuse recycling centers and the drawings again reflect the architecture of those recycling centers and what they are going to look like and their approximate dimensions. So that's a brief overview. If the board has any questions, I'd be more than happy to answer them myself or Mr. Simone or Mr. Russillo, then we can turn it over to the public.

MR. PETRO: Do you think I have any questions? Let's start, Greg, with the roadway coming up to the condo units, there's supposed to be quite a bit of buffering with trees and landscaping, do you have a plan showing us what you're doing there?

MR. SHAW: Yes, what this plan reflects is just that landscaping which is on the condominium parcel, when we had the retail center approved, there was substantial landscaping that was approved for the retail center that's of record that will be built. This just deals



with condominiums.

MR. PETRO: The road basically does--

MR. SHAW: Its working itself in a northerly direction, the closest we are to the Windsor Crest is in the retail center, again, if I could just flip this back again and you can see the proximity which is probably right here, which is from the edge of the right-of-way maybe about 25 feet and as we move into the condominium center, we are moving from Windsor Crest condos where this is.

MR. PETRO: You're on the other side of the basin?

MR. SHAW: That's probably 200 feet, 200 to 250 feet at its widest away from Windsor Crest and also I believe Windsor Crest is starting to work its way in a southerly direction around the loop as we start getting just west of the pond, so we have tried to take into account the proximity of Windsor Crest, the landscaping to visually buffer it and again, the roadway is substantially north of the common property line once we get passed the pond.

MR. PETRO: Second question the 36 inch line for the storm water that's going to come out of the basin going to come down and go through the retail center and over to the intersection of Union Avenue and 32, has there been any down or off-site drainage study to find out where that water goes once it discharges there, in other words, you're bringing a 36 inch line off this large project into the intersection of Union Avenue and 32, saying it's going to discharge there.

MR. SHAW: What we're doing and that's the purpose of the two ponds, we're basically calculating the amount of water that flows off the site today and in its undisturbed state, whatever that flow may be once we start developing the two parcels and we start taking vegetative surfaces and creating pavement out of them and roofs out of them, there's going to be more runoff and it's going to be quicker and there's going to be an increase of storm water flow, that's without a doubt. But we have taken that water, conveying it to the ponds

and the pond's going to hold back the water and release it at a very slow rate to the outflow from the ponds and even the ponds, if you want to bring the retail in, is not going to exceed the quantity of the storm water, okay, as it flows from the site today in its undeveloped state now. When the retail center was approved, we prepared a storm water management plan submitted to this board but also submitted to the New York State DOT.

MR. PETRO: You're not doing one for this?

MR. SHAW: We are but the point is the methodology was accepted not only by this board but by the DOT because we're in a position of, except for the dedication of the land along Windsor Highway, the DOT is in an position to issue the permits, okay, for the improvements. So, they concur with the drainage analysis. Bottom line we're going to have to do another one regarding the pond for the condominium project and basically is going to show the same results.

MR. ARGENIO: On the landscaping plan, Mr. Shaw, what's a dry rubble retaining wall?

MR. SHAW: Dry rubble retaining wall, that's going to be large boulders laid up dry stacked one on top of one another.

MR. ARGENIO: How big a boulder?

MR. SHAW: I would say they would have to be probably minimum of a yard and a half.

MR. ARGENIO: And the purpose of them is to slow down any sheet flow?

MR. SHAW: No, the purpose of that is to retain earth, we thought it was an anesthetic way of creating a retaining wall as opposed to going with a masonry unit wall or reinforced concrete wall or a wood tie wall. Based upon the construction of Windsor Crest, there was many, many large stones that were found on that site, we think we're going to find the same here, if you

notice, Windsor Crest also has those walls and they are attractive and if they're done properly, they are an asset, an amenity to the site.

MR. LUCAS: You have a five foot high wood fence almost a little off the property line and then there's going to be other screening. My biggest concern when they come off there and lights are going up onto Windsor Crest and also the view, too, you know, look out over the road and the dust and the dirt, cause you're not going to put this storm water detention basin on the lower section, you're going to do the upper section first, right?

MR. SHAW: Maybe I got you confused, I apologize if I did. This pond, this roadway, this fence, this landscaping is all approved, it was thoroughly examined by this board and we added the fencing and we added the landscaping and those are the documents of record. What I tried to do I showed this information really just for general reference so you can tie the two pieces together. But what's really only on the table for discussion is from this point west.

MR. LUCAS: I'm not going to be happy with that point west unless you do something, you're going to have to get into the site so to get into the site, you're going to have to develop that piece of property.

MR. SHAW: But we did this, we did examine this thoroughly with the board, the board was satisfied with that which we did.

MR. LUCAS: But when you do this condo first, even though you're not putting the buildings up, you're going to develop that piece as we said.

MR. SHAW: Correct, what will happen when we build this road, this pond will not be installed but this solid fence will be installed and the landscaping will be installed, whatever is necessary to, visually whatever is on the approved drawings for the retail center to visually buffer this road, it will be installed with the condominium project.

MR. PETRO: Let me ask you ask a question. Isn't the basin in the condo area going to flow into the, down separate?

MR. SHAW: It's going to be separate, we do not want to have to build this basin and disturb this land unnecessarily if we don't have to. We'd rather just leave it in its natural vegetative state, disturb only what's necessary to install the road and provide the visual mitigation and leave the rest natural.

MR. LUCAS: Then where is the water going to go?

MR. SHAW: It's going to flow from this pond down the town, proposed town road into a proposed 36 inch pipe which was approved for the retail center, which is going to have to be installed with the condo project to the intersection of Union and 32. So, this improvement, this new 36 inch line which is going to have to be installed for the condo project, even though it was approved originally for the retail center as in this fence, as in this landscaping and other issues.

MR. PETRO: And what tool, Mark, are we going to be able to use to enforce this that be done?

MR. EDSALL: That the improvements on the adjoining property be completed?

MR. PETRO: On the lower piece?

MR. EDSALL: Just making myself a note that that will be a note on the plan, that will be a condition of the approval and it would, if the condo project was approved first and began construction, it would initiate a process where that would become part of the bonding for that site and that would be completed in advance so it would not become an obligation of the retail.

MR. PETRO: Drainage?

MR. EDSALL: Whatever needs to be complete, the system's infrastructure for the condo project will become an obligation of this site.

MR. PETRO: If he's building the road and doing the condos, we want to have the buffering and landscaping.

MR. EDSALL: We'll work out a note, I just caught Mike's comment.

MR. LUCAS: Maybe I agree with you guys explained that to me, but I still haven't figures out if you don't do the bottom retention pond and you're taking the water down, you're telling me that the bottom retention pond has a separate pipe that afterwards you'll put in?

MR. SHAW: Correct, you'll have a 36 inch pipe which is going to start in the proposed town roadway and run in a northerly direction to this intersection, we'll have a pipe going from our pond, going into the 36 and when the retail center gets built, there will be an outflow from the pond to the 36 also.

MR. LUCAS: That pipe will handle both those?

MR. SHAW: Correct, it will be installed at the time the condo project is constructed cause we need to get water from our site down the Town road and along Windsor Highway to the intersection.

MR. PETRO: Okay, at this time, I want to open it up to the public for some comments from the public. On 6/16/2000, 25 addressed envelopes containing the attached notice of public hearing were mailed. If anyone is here would with like to speak on behalf of the application, please be recognized by the Chair, come forward, state your name and address. Is there anyone here who would like to speak on behalf of this application, for or against?

MS. CHRIS BRACK: My name is Chris Brack and I'm from the Windsor Crest Condominiums, I'm the president of the Phase 2 Board of Managers and we have a concern. Naturally, one of our concerns is the traffic situation, cause we all seem to be coming in and out onto 32, as it is now, everybody knows 32, sometimes we have a hard time trying just to get out onto the road. I assume studies have been done. What I was wondering

what's the affect going to be with this new 103 condo units and everyone seeming to be coming in and out onto 32?

MR. SHAW: Maybe it would be a good time to have Mr. Russillo come up and explain the improvements that are going to happen on Windsor Highway, not only for the condo project, but also for the retail center because they are really intermeshed when it comes to traffic,

MR. RUSSILLO: In the planning process, couple years ago we performed a traffic impact study as part of the DEIS and regular SEQRA process that included not only retail but 1061 condominium units and additional single family units, about 50, so we looked at the development of the entire site. With that, it's reviewed by the DOT, Orange County Department of Public Works and through the planning process as well as to Traffic and Safety Division of DOT and they proposed certain mitigation measures which were through the permit process then modified slightly those improvements included at the original time, the planning, should I turn this around?

MR. PETRO: That's good.

MR. RUSSILLO: The original proposal had this separate right turn line into the retail portion, did not exist originally, it was later added into the process to segregate the retail traffic from the residential traffic. This was something that the Department of Transportation was looking for. Additionally, additional right-of-way and Greg didn't go into this, but we provided a significant amount of additional right-of-way along the county road cause the county DPW was looking to ultimately put a climbing lane along Union Avenue, they had, some concerns were expressed to them and they are planning to do that at some point in the future so additional right-of-way was provided.

MR. PETRO: Excuse me, can you address to the public, we'll listen and let them see better, this is a public hearing.

MR. RUSSILLO: Additionally, we'll be developing a

separate right turn lane at the intersection of Union Avenue and Route 32. We'll be modifying the signal here, completely new signal installation, there will be overlaps, updated state-of-the-art signal, there will be a separate right turn lane into the site, the retail portion. At the main access drive, there will be turning lanes provided for entrance into the Wall Street, as well as into the site, so the left turns off of the state highway would be segregated from the through traffic, which is a lot more efficient. Ultimately, a signal will be installed at that location as that again will be linked with the signal on 32. Again, southbound, excuse me, eastbound on Union Avenue, a separate right turn lane will be developed for traffic entering the site and northbound left turn lane. Again, there is a reserve for future bypass lane. With all these improvements, the operation included in our numbers, by the way, we have increased, we went from '98 to 2000, those numbers were increased to allow for background traffic growth of over two percent a year, where it's actually less than one. We also have not taken any credits, that's the generation that we assume for these units was effectively a full generation, where 40 percent credit could be taken, for example, retail in that area, we took I think it was about 20 percent for the residential, we took no credit. So, we, it's a very conservative approach in terms of trip generation and analysis. So these measures have all been reviewed by the DOT, Orange County and we presented them to the state traffic and safety section, we prepared permit drawings, actual working documents which are at this stage about to be permitted. We're just waiting for some mapping. There's dedication of land to the state along the state highway and as I said, there's dedication of land to the County along Union Avenue, that's the very last stage and it should be within the next week or two that we have the permit document in hand. At that point, the measures can be completed, the state's insisting that this work be completed prior to the opening of the development. That about wraps up the extent of this.

MR. PETRO: Thank you. You still have the floor.

MS. BRACK: Thank you. I have another question, all

right, where the road curves, okay, that's coming close to Windsor Crest area, now, there's going to be a fence, okay, I assume?

MR. SHAW: That was part of the approved drawings, correct, for the retail center.

MS. BRACK: Okay, I have one question, now, is the fence going to go in front of the landscaping or are we going to have, still have that natural what we have now, in other words, that wood portion that we have, is that going to remain?

MR. SHAW: I really don't know, that's part of the approved drawings for the retail center, that was approved a year ago, I really haven't looked at the drawings since then.

MR. PETRO: You see the property line that's drawn in the center of the map, we're only here for the, to the westerly side of that.

MS. BRACK: Well, that was one.

MR. PETRO: Not to get around your question but--

MS. BRACK: I understand that that was just one of the concerns people had because that's part of the retail, the road has to be built first, no matter how you twist and turn it, so when you're building that road, you still are going to have to buffer the area.

MR. PETRO: You heard a little earlier we were talking about that.

MS. BRACK: That's all taken care of because that's a concern of the people.

MR. PETRO: Mark's going to include that with the bond, is that what we're talking about, Mark, if it's part of the requirement to build the top?

MR. EDSALL: Yeah, the tricky part is it's definitely an obligation of the site plan for the retail, we have to work in a mechanism to hook it into the condo



obligations, if the retail isn't constructed first so I'll work something out on that.

MS. BRACK: And basically, you know, that was really the two main concerns which I had. Couple other people here from Windsor Crest, I don't know if they have any concerns.

MR. LUCAS: How is the traffic going in and out of your complex?

MS. BRACK: It's terrible and then again, it depends on the time of the day, sometimes you can sit there five minutes trying to get out.

MR. LUCAS: DOT improvements from this property will move down to Windsor Crest or does it stop?

MR. ESALL: It stops at the new access road, the town road but there may be some secondary benefit from the additional signal in the future to break the traffic flow.

MS. BRACK: That was a question there would be a traffic light what I saw from the plan, you're making that turn naturally we don't have that so--

MR. PETRO: This is set up obviously much better just dead ends into 32.

MS. BRACK: Are they putting a sidewalk in there?

MR. PETRO: Again, are you talking about on the bottom?

MS. BRACK: Yes.

MR. PETRO: Greg?

MR. SHAW: Again, that's the retail, I don't know what I can tell you, we're providing a sidewalk along the proposed Town road, that's the road that we'll be building and there will be a sidewalk there but I don't remember.

MS. BRACK: There will be a sidewalk on the road all

the way up to condos?

MR. SHAW: Yes.

MR. SIMONE: I do believe it's part of the retail application, we'd have to extend the sidewalk across the retail portion. I don't know what happens once they enter Windsor Crest.

MS. BRACK: No, we do not have sidewalks, I don't know how that interfaces.

MR. PETRO: Any other questions?

MR. ERNEST MCKINNA: I bought my place, Windsor Crest, and I gather Mr. Shaw did the same design and there's a couple of real problems that we're encountering, number one, the streets that we have are very narrow, in other words, cars can't pass if there's a car parked on each side, like on Crab Apple, and on some of the other streets, and if this place is done the same way, it's a problem for the people.

MR. PETRO: What's the size of the roads on this condo unit?

MR. SHAW: Town road, obviously is the Town specs, that's 30 feet wide, we have a, what I call a main spine road which goes from the Town road to up Union Avenue through the emergency access that's 30 feet wide and again with the idea we want a little bit wider to bring emergency vehicles in and the other small short roads are 25 feet wide. What we have provided to take care of the issue that the gentlemen just brought up is that we have provided a substantial number of visitor parking spaces for this project. I haven't counted them up, but it's in the range of 50 or 60 spaces that have been spread throughout the site for visitors which I don't think were incorporated in the new Windsor Crest plans at the time.

MR. MCKINNA: Each home in our area is either two or three cars, they have one in the garage, one in the driveway and one parked in the street. Now, this may seem a lot, but that's what's happening, some even have

four cars on the other thing that I they have an open drain that runs from the top down along the side of our property line, there's water draining from someplace up on the top of the hill all the time, I think that should be covered because of two things the children that are starting to be generated in our place and just in my own building, there's three new babies.

MR. PETRO: On the Windsor Crest or on this property?

MR. MCKINNA: It's on there, but just over our line and I think you'll see they have a rap or something like that that the water's supposed to run down.

MR. PETRO: I don't see it on this plan here.

MR. MCKINNA: It was on the original plan.

MR. SHAW: Mr. Chairman, I just got the ear of the planning board engineer and what I'm, and I'm not aware of what this gentleman's talking about, but what Mr. Edsall mentioned that the water main that the Town installed on the lands of RPA Associates, the back flow material is acting as a french drain, it's taking water in from the surrounding ground and following the loose soil of the trench of the installed water main that's coming to the ground surface somewhere. How to alleviate that would be at the point that this water main if I can, sir, which comes down in this direction and goes into Windsor Crest as it passes the pond, we would take, we would intercept that ditch with our own french drain and use some clay on the down side and take that water and bring it into our pond so that would eliminate any water bleeding on the ground surface and bringing it into the pond, but it's as a result of installation of the water main by the Town.

MR. PETRO: It's definitely there, I drove up there, matter of fact, I saw this gentleman standing there and there's quite a large ditch that's there and I think that some of the construction, also some of that swale that looks like a high side should actually, I'm sure it will disappear because it looks like it's going to be in the way, I don't see--

MR. MCKINNA: Before that was put there, there was water draining right down here but also if you look, there's right here across from Wall Street, there's a catch basin or something that's catching water that's running down through here.

MR. PETRO: A lot of the water will be redirected so whatever it is now it's obviously not going to be like that when construction starts.

MR. MCKINNA: I do know that the drainage in Windsor Crest is not the best over on the far side, there's stuff oozing out of the ground, which nobody will even take a look at, so I just would caution you on the drainage.

MR. PHIL CROTTY: Whenever I see a mixed use like that, but I always worry about creating another Vails Gate Heights Drive or Squire Village, where you've got the commercial backing up onto residential and in the back of the commercial, you've got the dumpsters and the trucks pulling in and then right on the other side, you've got back yards with barbecues and such and I hope there's plenty of screening and maybe--

MR. PETRO: It does look a little light there as far as the screening goes, there's a huge difference in elevation to start with, as you can see, the topo signs on the lower part are very thick, what is it, could be 20 feet difference, but that's still if you're looking down over it, you'd be looking over the roofs of the retail.

MR. SHAW: I'll talk to our landscape architect, see if he can revise it, that area.

MR. PETRO: I don't see much there.

MR. SHAW: There's no plantings, it would be on the reverse drawings.

MR. BABCOCK: 16A of 16.

MR. EDSALL: There's about 40 plantings along that stretch.

MR. CROTTY: But those plantings die if they're not taken care of, like down at Squire Village, the movie theater down there, something built in if it's at all possible, I'm not an architect, I know what you see and there are parts of Town that aren't something we should be proud of and there are places that we should be proud of and Washington Heights or Washington Green fits into the should be proud of category and I think Windsor Crest does too. I know it's got some flaws but sure looks good with the landscaping but you go to other places and all you see is litter blowing around and it's not what we--looks like the Long Island Expressway.

MR. PETRO: Why don't you look into that better plan for that area?

MR. SHAW: Absolutely.

MR. CROTTY: The rear of the commercial should look halfway decent, not like an armpit.

MR. MILLS: 411 Apple Lane, is the board going to take any steps to ensure that the building doesn't abandon the property and leave it as Windsor Crest has been left, that's a disgrace up there, people are living with pools of water, kids and nobody, nobody, the state, the Town, nobody wants to take any blame for it, is the board going to ensure that people that buy there that this is not going to be the same as Windsor Crest?

MR. EDSALL: I will do my best to answer it but you probably won't like the answer. The ability of a developer to complete or not complete a project pretty much falls out of the control of the Town of New Windsor. And the jurisdiction on a condo project is primarily with the State Attorney General's Office, the Town has control over the site plan compliance and has control over the actual building permits and building construction, Mike Babcock, and I try to the best of what we can accomplish the way the town law's written, we probably have the best written Town Law, we try to make sure that the site improvements are completed in a reasonable timeframe relative to the building

completion. But for the Town to ensure and you use the word that impossible, the Town is not an insurance company for the Town to ensure that a developer will not walk away from a project, I don't think is possible.

MR. PETRO: Or go broke.

MR. EDSALL: We do our best, we try to keep an eye on these guys the best we can, we have bonding in place, if they want the C.O. and are not complete with the site improvements, we take their money and hold it in reserve to protect the new property owner. But I don't think it's possible for the Town to do what you wish we could.

MR. MILLS: Question number 2, what's the distance from the entrance to Windsor Crest to the new proposed Town road?

MR. PETRO: Can you scale it off?

MR. SHAW: No, I can't, this drawing does not reflect Windsor Crest nor its entrance.

MR. MILLS: Is it 100 feet, 200 feet?

MR. SHAW: Just bear with me, from the entrance road to our southerly property line is probably about 250 feet, so the question is how far is your entrance from your northerly property line?

MR. EDSALL: Want to make a guess, this coming down is probably in here someplace probably 550 feet, a guess.

MR. MILLS: So the nearest store is going to be how far from that line?

MR. EDSALL: From the building to the property line?

MR. MILLS: Right.

MR. EDSALL: About 320 feet.

MR. MILLS: Thank you.

MR. PETRO: I drove up into Windsor Crest and a lot of people are from Windsor Crest prior to coming here and I, some of the northerly, westerly portions of the property is undeveloped and is a mess, but a lot of the trees, everything really has grown up nice in there, I really was surprised to see how nice it really does look. I don't know if you're all taking care of it, I'm not blowing smoke up whatever but it does look nice, a lot nicer than I had thought and some of the stone walls Mr. Shaw mentioned earlier really look nice. Motion to close?

MR. ARGENIO: So moved.

MR. LUCAS: Second it.

MR. PETRO: Motion's been made and seconded that the New Windsor Planning Board close the public hearing for the RPA Condominium complex on Route 32 and Union Avenue. Is there any further discussion from the board members? If not, roll call.

#### ROLL CALL

|             |     |
|-------------|-----|
| MR. LUCAS   | AYE |
| MR. ARGENIO | AYE |
| MR. BRESNAN | AYE |
| MR. PETRO   | AYE |

MR. PETRO: At this time, I will re-open the application to the board members for any further input or discussion. Mark, do you have anything outstanding that you want to talk about?

MR. EDSALL: Let me see if there's anything you should address tonight. I don't know if you want to mention as part of this public hearing the issue of how the SEQRA process is handled for that type of a situation with a PUD that has approval.

MR. PETRO: Go ahead, want to put it into the minutes?

MR. EDSALL: As part of the PUD approval, the Town Board reviews the environmental impact aspects of the

project as a whole, the Town had reached what are called findings on the potential environmental impacts as each component comes back to the planning board, what the planning board is doing is basically asking the applicant to demonstrate that what they are proposing is consistent with the findings that the Town Board already reached. And that's basically what Mr. Russillo's was talking about with the traffic, they are comparing what's now proposed with today's background, which is the traffic that's going by not related to this project and building in other approvals that have occurred and they compare the current proposal to the findings of the Town Board, and as long as it's consistent and they are not creating a situation that's not being addressed by the original findings and that are meeting today's standards with the approving agencies, we can move on, we don't have to reopen the SEQRA process and that's being done for drainage and it's being looked at for the overall issue for each piece as it comes back. So that's why this is a little different than what would be a normal process for an individual site plan, which is going to go through the whole SEQRA process. It's already been done in what, the early '90's?

MR. SHAW: 1990, 1991.

MR. PETRO: Greg, required parking number of spots and what you're supplying and providing, can you tell me that, please?

MR. SHAW: Required parking I believe in the Town of New Windsor, Mike, correct me if I'm wrong, is one and a half per unit?

MR. BABCOCK: Two per unit.

MR. SHAW: Okay, I thought it was one and a half but in any case, we have a 103 units, therefore, we're obligated according to Mike to provide 206 parking spaces, we're providing 254 and then a parking space, a car and a garage, which is an accepted standard in New Windsor, so there will be 48 visitor parking spaces available throughout the site for any overflow parking.



MR. PETRO: Is there a clubhouse down there on the bottom?

MR. SHAW: Yes, there is, there is a clubhouse located in this facility, it will not only consist of a clubhouse but also a tennis court, pool, kiddie pool.

MR. PETRO: Where is the parking for that?

MR. SHAW: Right in front of the clubhouse, there's roughly maybe 13, 15 spaces.

MR. PETRO: We decided on a crash gate on the Union Avenue top side?

MR. SHAW: Correct, again, the first proposal before this board was with some type of a shale access drive and the fire inspector suggested that we make it out of hard macadam, even though it may be a little more unsightly, they want something that they can rely upon, should they have access to the site through that location.

MR. PETRO: Okay, you have Mark's comments, also, the one note that Phil made too was the landscaping looking down over the retail center on this easterly side also going up Union Avenue, I think you really need to do a, tighten that up a little bit.

MR. SHAW: With respect to landscaping, all right, we'll look at that, also.

MR. PETRO: Yes, this vegetation is extremely full so I don't think there's much of a problem there, but those two sides anyway, any other comments from the members? We're going to see them again so--

MR. LUCAS: Yeah, just the concern with the road stipulation we're not going for final approval.

MR. SHAW: No, we have a ways to go yet.

MR. LUCAS: That and the other thing I agree with Phil cause all the condos are going to be looking on top of the roofs and also the commend the people, the public

finally public shows up at a public hearing. Thank you for coming tonight.

MR. PETRO: We know the public hearing is closed and I see this man's waving at me, being he's a Town Attorney, we're going to let him talk.

MR. CROTTY: The Grand Union parking lot, the Grand Union site plan down there in Cornwall has a residential development behind it and it's a much higher elevation, so that may be something that should be looked at because I think that seems to fit down there, the residential development above the Grand Union development down there.

MR. PETRO: How did they treat it there with shrubbery or fence?

MR. CROTTY: Well, it's a combination.

MR. EDSALL: The existing Grand Union Plaza, the old plaza was a thorn in everyone's side, when Warren Court was approved, which is the subdivision above the Grand Union, when the additional buildings were constructed, there was an extreme effort made and a lot of time spent to architecturally make the rear and the backs, the top back of the new buildings screen all the mechanicals and all the elements that would be unappealing to the houses up above, some of the people weren't happy cause the Grand Union as it currently existed was unattractive, but it's been there since the '50's and they bought the property behind, so they had to live with it. But the new commercial buildings, there was a true effort made by the developer to design it as Phil indicated attractive in the rear, being that these are the same property owners, I hope that the same effort is made, of course, the retail site's already got approval, so that's not before us right now, but I would think that that, he'd want to make that effort.

MR. CROTTY: It's about the closest example we have, right?

MR. EDSALL: It is, I think this site is probably

June 28, 2000

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elevation wise maybe a little bit different in elevation, but it's pretty close.

MR. CROTTY: So we have something to check it against.

MR. PETRO: Thank you.



**McGOEY, HAUSER and EDSALL**  
**CONSULTING ENGINEERS P.C.**

RICHARD D. McGOEY, P.E.  
WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.  
JAMES M. FARR, P.E.

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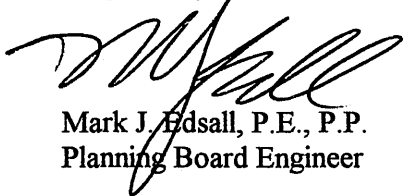
**TOWN OF NEW WINDSOR**  
**PLANNING BOARD**  
**REVIEW COMMENTS**

**PROJECT NAME:** RPA ASSOCIATES SITE PLAN (CONDO COMPLEX)  
**PROJECT LOCATION:** NYS ROUTE 32 AND UNION AVENUE  
SECTION 4 – BLOCK 2 – LOT 21 (PORTION OF)  
**PROJECT NUMBER:** 99-18  
**DATE:** 28 JUNE 2000  
**DESCRIPTION:** THE APPLICATION PROPOSES THE DEVELOPMENT  
OF THE AREA TO THE WEST OF THE RPA RETAIL  
SITE PLAN AS A MULTI-FAMILY CONDOMINIUM  
COMPLEX. THE PLAN WAS PREVIOUSLY  
REVIEWED AT THE 23 JUNE 1999, 12 JANUARY 2000  
AND 26 APRIL 2000 PLANNING BOARD MEETINGS.  
THE APPLICATION IS BEFORE THE BOARD FOR A  
PUBLIC HEARING AT THIS MEETING.

1. The property is part of the overall property previously submitted to the Town as part of the Sky-Lom Planned Unit Development (PUD). This application is for a component of the PUD, for 103 condominium units.
2. It is my understanding that the Planning Board has accepted this application as consistent with the PUD previously approved by the Town Board.
3. Some outstanding issues which much be addressed for subsequent submittals are the following:
  - a. The applicant must demonstrate that the potential impacts of the project proposed at this time are consistent with those considered as part of the SEQRA review of the PUD (drainage, traffic, etc.)
  - b. A drainage evaluation must be performed to consider the condominium complex without the retail site. Phased plans must be considered for the drainage improvement construction.
  - c. It must be verified that bulk compliance on this plan is consistent with the requirements of the PUD approved by the Town Board.

- d. Disposition of the sewer line and its dedication to the Town of New Windsor must resolved.
  - e. Approval from the Orange County Department of Health must be obtained for the water distribution system.
4. It is my understanding that additional plans are to be submitted for the plan set. As well, I expect that we will receive comments from the public at this hearing. I will defer my detailed review of each of the plans until the complete set is received.

Respectfully Submitted,



Mark J. Edsall, P.E., P.P.  
Planning Board Engineer

MJE/st  
NW99-18-28Jun00.doc

In the Matter of Application for Site Plan/~~Subdivision~~ of

Applicant.

STATE OF NEW YORK )  
 ) SS.:  
COUNTY OF ORANGE )

That I am not a party to the action, am over 18 years of age and reside at 350 Bethlehem Road, New Windsor, NY 12553.

On 6-16-00, I compared the 25 addressed envelopes containing the attached Notice of Public Hearing with the certified list provided by the Assessor regarding the above application for Site Plan/Subdivision and I find that the addressees are identical to the list received. I then mailed the envelopes in a U.S. Depository within the Town of New Windsor.

Myra L. Mason  
Myra L. Mason, Secretary for  
the Planning Board

Sworn to before me this

20<sup>th</sup> day of June, 192000

Deborah Queen  
Notary Public

**DEBORAH GREEN**  
**Notary Public, State of New York**  
**Qualified in Orange County**  
**# 4984065**  
**Commission Expires July 15, 2001**

AFFIMAIL.PLB - DISC#1 P.3.

LEGAL NOTICE

NOTICE IS HEREBY GIVEN that the PLANNING BOARD of the TOWN OF NEW WINDSOR, County of Orange, State of New York will hold a PUBLIC HEARING at Town Hall, 555 Union Avenue, New Windsor, New York on June 28, 2000 ~~1999~~ at 7:30 P.M. on the approval of the proposed (Subdivision of Lands)\* (Site Plan)\* OF Condominium Complex For RPA Associates, LLC located on Union Ave, 600 feet west of Windsor Highway, and designated as Tax Map Section 4, Block 2, and Lot 21 Map of the ~~Subdivision of Lands~~ (Site Plan)\* is on file and may be inspected at the Planning Board Office, Town Hall, 555 Union Avenue, New Windsor, N.Y. prior to the Public Hearing.

Dated: June 13, 2000

By Order of

TOWN OF NEW WINDSOR PLANNING BOARD

James R. Petro, Jr.

Chairman

---

NOTES TO APPLICANT:

- 1). \*Select Applicable Item.
- 2). A completed copy of this Notice must be approved prior to publication in The Sentinel.
- 3). The cost and responsibility for publication of this Notice is fully the Applicants.



# Town of New Windsor

555 Union Avenue  
New Windsor, New York 12553  
Telephone: (914) 563-4631  
Fax: (914) 563-4693

## Assessors Office

May 4, 2000

R.P.A. Associates  
Union & Rt 32  
New Windsor, NY 12553

Re: 4-2-21.2

Dear Mr. Shaw

According to our records, the attached list of property owners are abutting to the above referenced property.

The charge for this service is \$45.00, minus your deposit of \$25.00.

Please remit the balance of \$20.00 to the Town Clerk's Office.

Sincerely,

Leslie Cook  
Sole Assessor

LC/bw  
Attachments

CC: Myra Mason, PB

*Myra*



Craig Saris  
75 A Lake Road  
PO Box 109  
Congres , NY 10920

William Schwartz  
356 Union Ave  
New Windsor, NY 12553

George J Meyers, Supervisor  
Town of New Windsor  
555 Union Ave  
New Windsor, NY 12553

Ann Lease  
366 Union Ave  
New Windsor, NY 12553

Jonle Enterprises, Inc.  
354 Union Ave  
New Windsor, NY 12553

Dorothy H Hansen, Town Clerk  
Town of New Windsor  
555 Union Ave  
New Windsor, NY 12553

Richard M & Margaret L Dickerman  
51 Ona Lane  
New Windsor, NY 12553

Central Hudson Gas & Electric Corp.  
C/o Tax Agent  
South Road  
Pougheepsie, NY 12602

Andrew Krieger, ESQ  
219 Quassaick Ave  
New Windsor, NY 12553

Marcia F Barracks  
49 Ona Lane  
New Windsor, NY 12553

John Terrizzi  
PO Box 4735  
New Windsor, NY 12553

James R Petro, Chairman  
Planning Board  
555 Union Ave  
New Windsor, NY 12553

Janice S Olsen  
55 Park Hill Dr  
New Windsor, NY 12553

State of New York  
C/o Colin M Campbell, Office of the  
State Compt. Bureau of Fin. Adm. 5 th Fl  
AE Smith Bldg. Albany, NY 12226

Mark J Edsall, P.E.  
McGoey and Hauser  
Consulting Engineers, P.C.  
45 Quassaick Ave  
New Windsor, NY 12553

Micheal & Irene Fringuello  
54 Park Hill Dr.  
New Windsor, NY 12553

Joan A Shedden  
42 Grand Ave  
Newburgh, NY 12550

Newburgh Enlarged City School District  
124 Grand Ave  
Newburgh, NY 12550

James R Petro Jr.  
PO Box 928  
Vails Gate , NY 12584

RPA Associates LLC  
C/o AVR Realty Company  
1 Executive Blvd  
Yonkers, NY 10701

James R Jr. & Rosemary M Petro  
238 Maharay Lane  
New Windsor, NY 12553

Harry T & Janice A & Mark Walters  
364 Union Ave  
New Windsor, NY 12553

Continental Manor II  
PO Box 4301  
New Windsor, NY 12553

Frank & Barbara Antonelli  
360 Union Ave  
New Windsor, NY 12553

Windsor Crest Homeowners Association  
Archway Management Inc.  
PO Box 454  
Central Valey, NY 10917

RPA CONDOMINIUMS SITE PLAN (99-18)

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: Construction of 103 condominium units. This application proposes development of the area to the west of RPA retail site plan as a multi-family condominium complex. Plan was previously reviewed at the 23 June, 1999 and the 12 January, 2000 planning board meetings. Okay, Greg?

MR. SHAW: Thank you. As Mr. Chairman read into the record, the last time we were before this board was in January of this year to discuss this project. It's been a few months so we thought it was appropriate to stop by, give the board a quick update as to where we are and of course, we have a request at the end of the meeting but we'll defer that to later. As the Chairman said, what we're proposing is 103 condominium units located on the lands of RPA Associates and the drawings indicate it will be to the west of the retail center and below the property of the Newburgh School District, that being the Heritage Middle School. There will be a town road that will come off of Windsor Highway that will pass and provide access to the retail center and will continue on into the condo complex. Eventually, that road will be extended to the west and to the south to the remaining lands of RPA Associates, that will be an application before this board at some later date. What we're proposing to do is to not only obtain site plan approval for this parcel, but with that, there will be an application for subdivision approval. Presently, right now, the parcel including the spine road, the lands for the 103 condominiums and the balance of the property, which is in the southwest quadrant we're proposing to subdivide out the parcel of the condominium piece from the parent parcel. What we have with us tonight are some architectural renderings, I will present them in a second, we submitted to this board a substantial amount of drawings, the site, the buildings have been placed, the roads have been laid out, the parking has been made available, the community facilities are indicated on the drawing, the water system has been preliminarily designed as the sewer, as

the storm drainage and as the sanitary sewer system, so the point of us coming before the board is to start the discussion process about the project and if this board felt comfortable enough, we would ask that you set a date for public hearing to allow public input on this project and have the review process keep moving on it.

MR. PETRO: You're going to subdivide this property from the other parcel, correct?

MR. SHAW: Correct.

MR. PETRO: But the subdivision doesn't necessarily have to be complete for us to proceed with the site plan.

MR. SHAW: No.

MR. PETRO: Obviously, before final site plan approval would be given, the subdivision would have to be complete.

MR. SHAW: Absolutely.

MR. PETRO: So, you're here tonight asking us to take a quick scan at this again and see if we, if there's enough information on the plan to schedule a public hearing.

MR. SHAW: Okay, and maybe before we do that, with me Dan Simone of RPA Associates, he brought some architectural drawings of the units, maybe the board would like to see what the units are going to look like to see in your evaluation of this project.

MR. SIMONE: On hand, I have some sets to show the full elevations front side and rear, the architectural elevations here present really the street facade of the two unit types that which we have planned for the project. Now, most of you are aware of the site, it's a hilly site, it rises up to the school, so the site plan has incorporated two model types, those that fall away from the road and those that go up into the hillside and generally, to design into that, we have created two unit types. These are representative of

four unit buildings, some on this site are shown as six, some are shown as five, three, so forth. But the smaller model is our uphill model which has a garage under, the first level will walk out to a level yard in the rear and then there will be a sweeping level just above that. These units are approximately 1,500 square foot habitable plus the basement plus a loft.

MR. PETRO: What's the height of the units?

MR. SIMONE: From average finish grade 32 feet.

MR. PETRO: What is it 35 in the zone?

MR. BABCOCK: Yeah, I think so, Mr. Chairman.

MR. PETRO: That's your average height?

MR. SIMONE: That's the average height, obviously, the front is a little higher, the back level comes out here.

MR. PETRO: Looks like it's going to be a little higher where the garage will be.

MR. SIMONE: Yes, garage space will be a little higher. Now, the second model is the downhill units, those will afford walkout basement options on most of the units and they are three bedroom approximately 1,800 square feet plus the basement. So, in general, the units will range anywhere from 1,800 for the smaller with finished space to 2,100 for the larger. All units come with a one car garage, park in front of the garage, obviously, accessory parking through the site. Below the units you can see we have started to develop a landscape plan that will incorporate each of the unit models with street trees which are placed within the structure's landscaping which will encompass some buffering around the additional parking spaces and buffering between the buildings. And the landscape mix is mix of deciduous, some evergreen, some flowering Dogwood type trees.

MR. LANDER: What's the separation between buildings?

MR. SIMONE: Building separation range from about 25 to

30 feet, I believe, right?

MR. SHAW: Right.

MR. PETRO: Are you planning on doing this in two phases or one phase?

MR. SHAW: One approval, one phase.

MR. PETRO: One bond?

MR. SHAW: Yes.

MR. LANDER: Mr. Shaw, the width of these roads is what?

MR. ELY: Thirty foot, I believe.

MR. SHAW: Not necessarily, this is going to be a town road that's going to be 30 feet wide, built according to town specs, what we have is a main spine road which is designated as Road A, which goes from the proposed town road out to Union Avenue. There will be an emergency access at that point. Now, because we're going to be bringing in emergency vehicles through there, that road's going to be 30 feet wide, the other roads, Roads B, C and D and E will be 25 feet wide similar to what we had at the Windsor Crest Condominiums, which is immediately to the south.

MR. LANDER: I'm glad you should bring that up. What happens on the 24 foot road? I know we have parking for the people that live there, now, I have a party, I've got about 25 cars out there, these cars are parked on both sides of the street.

MR. SHAW: I'm glad you asked that question. What we're also providing in addition to two spaces per unit is visitor parking throughout the site for about 48 other parking spaces. Now, those 48 spaces also encompass the dozen spaces or so in front of the community building, tennis court and swimming pool, but if you notice on the plan, we have created pockets of visitor parking specifically for that reason.

MR. LANDER: Cause I was at Windsor Crest and it's very tight, cars parked on both sides, you know, fire trucks trying to get through, somebody's in the way, car breaks down, 24 feet is not a lot of room.

MR. SHAW: Well, these are 25 feet and hopefully with the 48 additional visitor spaces, that won't happen.

MR. ARGENIO: How long are the driveways going to the garage?

MR. SHAW: They're a minimum of 25, let me back up, they are a minimum of 20 feet in some cases, they'll be more when you have a sidewalk that's in front of the unit, obviously, that 20 feet starts on the inside edge of the sidewalk, so it will be a minimum of 20 feet in some cases more than that.

MR. LANDER: So you have more than enough parking in here?

MR. SHAW: Yes, we do.

MR. LANDER: You're not counting the garages?

MR. SHAW: Yes, I am, one space.

MR. LANDER: The garage itself underneath the house?

MR. SHAW: Correct, with each unit, there's a parking space counted in the garage parking space which is in front of the garage door, two spaces per unit and in addition to that, another 48 spaces.

MR. PETRO: Is that a crash gate on Union Avenue?

MR. SHAW: That will be.

MR. PETRO: That's the plan, another access just be a crash gate?

MR. SHAW: Correct. At the last workshop meeting, we didn't have time to revise the drawings because the plan had to be in that day but what I'm showing is a shale emergency access which would be taking in traffic

coming down the hill that's not going to be the case. Bob Rogers, the fire inspector, wants it to be macadam pavement and have vehicle access coming from the east and west directions, all right, so it's almost going to be like a standard entrance with macadam pavement and then it will have probably a three foot high steel swing gate.

MR. LANDER: I'm not too crazy about that parking space in the garage, there's not a lot of room, 25 feet, excuse me, 25 foot, not 24.

MR. SHAW: But we're providing two spaces per unit, I think.

MR. LANDER: Two extra spaces per unit.

MR. SHAW: No, a total of two spaces for each unit plus additional 48 spaces, I think, if you--

MR. LANDER: For how many units?

MR. SHAW: 103, so I think if you were to go into Windsor Crest and just take a look at how many cars are there, okay, per household, I don't think the number's very high, I doubt if it's two per unit.

MR. PETRO: Bottom line if someone has a party or a death in the family, there's going to be parking on the street, there's no way they're going to go all over the site looking for extra parking spots for the 48 spots if I'm up here on the west side and they're not going to come park down here by the visitor center or whatever you're building there.

MR. SHAW: If you take a look, the parking is pretty well spread out, there's some visitor parking in every pocket that we count, put a few spaces in.

MR. PETRO: Jordan, what's required for condo, just the two spaces as he's supplying?

MR. ELY: I believe so.

MR. PETRO: That's minimum, yes, but he's counting one

in the garage.

MR. BABCOCK: Which is acceptable according to the code and I think it's 1.5 per unit is what our code is.

MR. SHAW: You're correct.

MR. BABCOCK: And the one in the garage is allowed to be counted as a space.

MR. LANDER: I know there was a, probably Washington Green when they were in back in the early '90's and that was the big sticking point on that one, they were using, might not have been Washington Green, but it was one of those townhouse condominium projects, where they counted the space in the garage.

MR. PETRO: You know what, it's a good point. What difference does it make. If my wife's family ever came to visit me, they'd be parked down at the shopping center.

MR. LANDER: I'm Italian myself, I live in a cul-de-sac and the place is full. Let's divert our attention to the, oh--another problem point with these type of developments, I shouldn't say problematic is how far do these people have to go to get to the dumpster enclosure?

MR. SHAW: If you take a look at the drawings, you'll see that we tried as with the parking spread them out throughout the site, we have 1, 2 3, 4 enclosures.

MR. LANDER: They're recycling also or just trash?

MR. SHAW: No, they're recycling, they'll be similar to what was built at Windsor Crest and Washington Green, they'll have a roof on them and the cans in them and probably similar in architecture also.

MR. LANDER: I guess the further away from the dumpster enclosures you are, the better off you are, who knows.

MR. PETRO: We're just going to set up a public hearing too for this, there's one request, though, too, Greg,



you need to get this plan to the highway superintendent and other agencies cause they never seen this particular plan.

MR. SHAW: Correct.

MR. PETRO: I'd like to see something back here, I don't want to hold up the public hearing, but I think they should review it in time for a public hearing.

MR. SHAW: That's fine. There was not any time for any revisions or any reviews because the drawings had to be in the day of the workshop. So it was a--

MR. PETRO: I just don't want to have this set up for a public hearing, have people here and highway superintendent's never seen it.

MR. LUCAS: Bet you there will been people because Windsor Crest was concerned about the lighting and fencing and screening on that side and they did come the last time, so that's a concern of mine.

MR. LANDER: That's a very good point, I just happened to be over to Windsor Crest and their lawns are right up to the property line, in other words, everything is cleared out, there's no buffer zone or anything else on the south side of that project, the north side built out right to the tree line right there on the property line, also, I mean, there's nothing but lawn so we're going to have a town road here, retention ponds.

MR. PETRO: There will be less of an impact on this project here than there was at the bottom simply by most of Windsor Crest is from this point down and it does fade away, too.

MR. SHAW: If the board remembers, a lot of the discussion came about at the public hearing for the retail center because of the road and the close proximity to Windsor Crest and the landscape that went in and the fencing that went in, so it will not be a surprise to the residents of Windsor Crest. On the plus side, the road extends to the west, it will be moving farther away from their property.

MR. PETRO: Keep in mind that road is a town road and eventually will service other homes that are slated to be way up on the top.

MR. LUCAS: Also should service Ehipany College as a second entrance as far as emergency vehicles.

MR. PETRO: We got into that and the owner didn't want to do it because he doesn't plan on building it up.

MR. LUCAS: Eventually.

MR. PETRO: I agree a hundred percent, we're going to get into that.

MR. SHAW: Ultimately, the road gets built out, that will provide a second way into Park Hill Drive which right now is a very long dead-end off Union Avenue, there's frontage of the remaining of this parcel with Park Hill and vehicles now will be able to come over the new town road and enter the rear end of Park Hill.

MR. PETRO: I remember you said that.

MR. LANDER: Now I don't know whether that's good or bad.

MR. PETRO: Residents of Park Hill might not want that. Well, the people who live with where that road connects is the problem. That's a long way off.

MR. SHAW: That's another application for another day.

MR. LANDER: You're going to have designs on these as far as landscaping.

MR. SHAW: Yes, that will be, yes, that will be available for the public hearing.

MR. PETRO: Okay, I see, I've seen enough for tonight, let's get it scheduled, contact Myra, she'll set you up a date.



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CONSULTING ENGINEERS P.C.

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**TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS**

**REVIEW NAME:** RPA ASSOCIATES SITE PLAN (CONDOMINIUM COMPLEX)  
**PROJECT LOCATION:** NYS ROUTE 32 AND UNION AVENUE  
SECTION 4 – BLOCK 2 – LOT 21 (PORTION OF)  
**PROJECT NUMBER:** 99-18  
**DATE:** 26 APRIL 2000  
**DESCRIPTION:** THE APPLICATION PROPOSES THE DEVELOPMENT OF THE AREA  
TO THE WEST OF THE RPA RETAIL SITE PLAN AS A MULTI-  
FAMILY CONDOMINIUM COMPLEX. THE PLAN WAS  
PREVIOUSLY REVIEWED AT THE 23 JUNE 1999 AND  
12 JANUARY 2000 PLANNING BOARD MEETINGS.

1. The Applicant has indicated a desire to meet with the Board at this meeting to discuss the status of the project design. Currently, 103 units are proposed at the site.

I have been advised that it is the Applicant's intent to discuss the project, in general, at this meeting and request that a Public Hearing be authorized for the project. I believe adequate information exists at this time for the Public Hearing and that the plans are reasonably complete. The only items which are outstanding, and the Applicant has indicated same would be included in the Public Hearing set, are the landscaping, lighting and refuse plans for the project.

2. The Planning Board is reminded that a separate subdivision application will be necessary for this application. It is my opinion that this application can be handled concurrently with the site plan application, but I do not believe that the site plan Public Hearing need be delayed if the subdivision application has not yet been submitted. Obviously, the subdivision application approval should proceed the site plan application approval, when this is considered at some time in the future.
3. Once the Applicant's Engineer has submitted a complete set of drawings for the Public Hearing, I will perform a detailed review of same and advise the Board of any comments.

Respectfully submitted,

  
Mark J. Edsall, P.E.

Planning Board Engineer

MJEmk

RPA2.mk

RESULTS OF PUBLIC MEETING OF: April 26, 2000

PROJECT: RPA Condo S.P. P.B.# 99-18

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y\_\_ N\_\_

M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_

2. TAKE LEAD AGENCY: Y\_\_ N\_\_

CARRIED: YES\_\_ NO\_\_

M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_

CARRIED: YES\_\_ NO\_\_

WAIVE PUBLIC HEARING: M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_ WAIVED: Y\_\_ N\_\_

SCHEDULE P.H. Y\_\_ N\_\_

SEND TO O.C. PLANNING: Y\_\_

SEND TO DEPT. OF TRANSPORTATION: Y\_\_

REFER TO Z.B.A.: M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_

RETURN TO WORK SHOP: YES\_\_ NO\_\_

APPROVAL:

M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_ APPROVED: \_\_\_\_\_

M)\_\_ S)\_\_ VOTE: A\_\_ N\_\_ APPROVED CONDITIONALLY: \_\_\_\_\_

NEED NEW PLANS: Y\_\_ N\_\_

DISCUSSION/APPROVAL CONDITIONS:

|                                                       |
|-------------------------------------------------------|
| <u>Crash gate onto Union Ave - for emergency only</u> |
| <u>Need plans + P.H. Date</u>                         |
|                                                       |
|                                                       |
|                                                       |
|                                                       |
|                                                       |
|                                                       |

5/1/00 *md*



# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## REQUEST FOR NOTIFICATION LIST

DATE: May 1, 2000

1763  
NAME: R.P.A. Associates TELE: (     ) 561-3695

ADDRESS: Union & Rt. 32  
Call: Greg Shaw

TAX MAP NUMBER: SEC. 4, BLOCK 2, LOT 21.2  
SEC.       , BLOCK       , LOT         
SEC.       , BLOCK       , LOT       

PUBLIC HEARING DATE (IF KNOWN):                                 

THIS PUBLIC HEARING IS BEING REQUESTED BY:

NEW WINDSOR PLANNING BOARD:

SITE PLAN & SUBDIVISIONS:

(LIST WILL CONSIST OF ABUTTING  
PROPERTY OWNERS AND ACROSS ANY STREET)

✓  
YES

~~SPECIAL PERMIT ONLY:~~

~~(LIST WILL CONSIST OF ALL PROPERTY  
OWNERS WITHIN 500 FEET)~~

~~YES~~

~~AGRICULTURAL DISTRICT:~~

~~(LIST WILL CONSIST OF ALL PROPERTY OWNERS  
WITHIN THE AG DIST. WHICH IS WITHIN 500'  
OF SITE PLAN OR SUBDIVISION PROJECT)~~

~~YES~~

\* \* \* \* \*

~~NEW WINDSOR ZONING BOARD:~~

~~(LIST WILL CONSIST OF ALL PROPERTY  
OWNERS WITHIN 500 FEET)~~

~~YES~~

\* \* \* \* \*

AMOUNT OF DEPOSIT \$ 25.- TOTAL CHARGE \$

Copy: G. Meyers  
G. Shaw  
P.B. Members

6/7/2000

Cindy Hauser-Peifer  
181 High Wood Drive  
New Windsor, N.Y. 12553  
568-0849

To: The Town of New Windsor Planning Board  
Mr. James Petro, Chairman and Members

Dear Planning Board Members,

I live at 181 High Wood Drive, in the Windsor Crest Condos. I have reviewed the site plan proposal for the adjacent property owned by RPA Asso., as I will not be in attendance for their public hearing, I would like to take this time to voice my concerns.

My home is directly in line with the storm water detention pond located next to the road leading into the homesites. The purposed depth of this high water level is 316.0, exactly the same height of elevation of my home. We now have an water run-off problem with the water easement line through the property, can this pond be deeper and is there currently a storm water management plan in effect?

I also ask that this retention pond also be estetically pleasing to our eyes, in that pine trees be planted around this area. This is in direct view from my kitchen window. Will a fence also be erected to protect the children from entering this area? The children use this as a walkway to the school.

As you may know, the builder at Windsor Crest has left us here with a mess. I know that he moved dirt on the property next to us illegally, will this problem be addressed also? Where will these piles of dirt be moved to? Will the fallen trees on the adjacent property also be removed?

Thank you in advance,  
Cindy Hauser-Peifer

*Cindy*

cc Mark Edsall  
Engineer from Town of New Windsor

RECEIVED  
JUN - 8 2000

RPA SITE PLAN (99-18)

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: This is for concept only.

MR. SHAW: Well, it's for discussion, yes. Okay, the last time I was before you on this project was probably about four months ago. And at a time, the proposal was to develop that portion of the property between the retail building RPA Associates and the Newburgh School District into apartments. I don't know what the exact number was, but it was in excess of 150. After getting some feedback from the Town, and also doing a little further examination, we decided to move from apartments to condos. So the project before you tonight is for 103 condominiums to be located on this parcel between the Newburgh School and the retail center for RPA Associates. It's pretty straightforward. If you remember with respect to the retail building, this spine road that's going to be constructed will be built according to the Town specs, and will eventually be a Town road, for the purpose of this, for the purpose of this application and more than likely remain approve private road for now. Along with it will be a storm water detention pond located on the south of the property, consistent with the pond placed for the retail center, they'll probably be interconnected by the piping of the roadway. We haven't gotten that far with it. Two issues that I'd like to talk to the board tonight about is the emergency access and also the view easement. With respect to the emergency access at the workshop meeting, with your planning board engineer and the fire inspector, he felt there'd be no problem backing his vehicles out of these two roadways cause they are relatively straight and bring into this intersection. That's not the case with the most westerly drive what he would like to see is an emergency access of this drive out onto Union Avenue and with that, a type of crash gate so he also can bring emergency vehicles in off Union Avenue into the project site. So, that will be a change that we will be making, there will be an interconnection from the most westerly roadway to Union Avenue, it will have a

crash gate on it to allow emergency vehicles in and out of the site, but not for residential traffic.

MR. LANDER: Has the county been approached on this new entrance?

MR. SHAW: No, it's very early on. The other issue I'd like to speak to the board about before I get some feedback from you is this view easement which has been on this property for quite some time. After the last planning board meeting, Tom Perna and Dan Simone, who are with us tonight from RPA Associates, they had a title search done to determine exactly what's the purpose of the view easement for whose benefit and what parameters there are. When the search came back, it came back with nothing with respect to the view easement. The only thing that was referenced in it was a subdivision plan which indicated the view easement for the first time. So, I got the date off the subdivision plan and I called your secretary and asked her to be so kind as to dig out the minutes of that application at that time and to read through it to see if they made any reference to the view easement as to what was appropriate at that time. There's no reference to the view easement at all. So, now, it leads us to conjure up just what is the purpose of the view easement. I have given it some thought and there's really four views I think that you should consider. One is from Route 32 to the buildings, I think that's important, from the building to Route 32, I don't really think is important, that's not very visual, and two is from the school building to the Hudson River and I really don't think from the Hudson River to the school building is appropriate. So, what I have done is, and this is consistent with that work which was done in the DEIS for Sky-Lom and I will pass that around also is I have prepared two profiles of those two view easements that we felt were important, actually two views that were important and you can see that as you're standing on Windsor Highway and looking up, the construction that's going to take place on that hillside will not come into play. So, basically, you're going to be seeing over the retail center and seeing over the residential buildings on the hillside. And again, looking down from the building, you



obviously can see the Hudson River and the construction on the hillside will not affect at all that view. So, what we felt we've done is try and address the two most important views that could possibly come into play, that being from 32 looking up, that being from the building looking to the Hudson River. As you can see we're underneath it all from a practical point of view, if you ride by 32 and look up at the buildings, yes, you'll see the building, but you'll see two, three maybe four very large tall pine trees which block the view, that's out of our control, that's on the property of the school. So, and maybe what I ought to pass out too is just briefly are the xerox copies of similar profiles that were done for the Sky-Lom project back at the very early '90's so you can see how very similar we are to that which was looked at when the special permit was created for this property. So, I guess where we're at we're looking for some feedback, we're anxious to get involved in the engineering work, we think we have a layout that works. It's not just plopping roads and buildings on the property, we're grading it, we have showed the limits of the disturbance, we have indicated cuts and fills by the grading where we're going to need walls, where there's going to be storm water detention basin and if the board concurs this is an appropriate layout, we'd like to get some feedback from you in that respect so we can move forward with the project.

MR. LUCAS: Configuration of the road, remember we had some type of public hearing one time with the condos next door that really didn't change, right?

MR. SHAW: No, the road has not moved.

MR. PETRO: You're going to utilize the storm water detention pond on the south side of the lower property for this entire site?

MR. SHAW: No, our, the storm water that's going to be generated by condominiums is going to be in the new pond and that the storm water pond that was approved for the retail will be for the retail building.

MR. PETRO: It's going to flow from the first one into the second one.

MR. SHAW: The truth of the matter is it may or may not, there's a 36 inch line which comes out of the storm water pond for the retail center and goes over to the intersection of Union and 32, depending upon the timing of the storms, we may discharge directly into the outlet of that pond as opposed to the pond itself, you have to take a look at the when the peak storms would occur.

MR. PETRO: You're going to see if the 36 inch line can handle both ponds?

MR. SHAW: It will handle both ponds, again, this is going to be designed for zero increase in runoff.

MR. LUCAS: What you're talking about, weren't you talking about tapping the main across in the street to help pump the water?

MR. SHAW: No, what's going to happen is the Town has installed from the Snake Hill tank high pressure service line which comes from the parking lot of the Newburgh School, Heritage School it's called now and has installed this line down along our property line and I believe it's made the interconnection to Windsor Crest.

MR. EDSALL: It's been completed and the line is scheduled to go into service tomorrow morning.

MR. SHAW: That line is active, we'll be tapping off that line and bringing in that service line to the condominiums. We cannot be serviced by the pressure on 32, it's just not enough. So we'll avail ourselves of that new line.

MR. LUCAS: Remember, Jim, we were concerned about the height of the retaining wall, height between the retail and the condos now that hasn't changed after last discussion, has it?

MR. SHAW: The height of the retaining wall?

MR. LUCAS: The retaining wall or whatever that slope

work that was here.

MR. SHAW: No, all the work that you approved on the retail center has not changed, okay, we've not gone back in and reworked the retail center to make this happen, that has not been the case.

MR. PETRO: Mark, who would maintain the storm water detention pond in the condos, the new laws we just passed?

MR. EDSALL: In the case of both the retail lot and in front and the condominium complex, those would be site improvements, it would be the responsibility of those property owners' association to maintain it.

MR. SHAW: Similar to Windsor Crest.

MR. PETRO: Overall density, Greg, does it seem crowded to you at all? I'm sure you've done your homework and you know the applicant obviously wants to get as many as he can and you want to make the plan flow and work and what do you suggest there, what's your opinion?

MR. SHAW: I think the number is appropriate, it works, I don't think they're squashed. In as a point of reference, when you say, you know, how many, if you go back to the special permit, between this and the piece in the back, there was like 500 and some units, okay, that we got this special permit for, probably 250 was proposed on this hillside and honestly, you couldn't build that number on this hillside, independent of any zoning. But what we have works, 103, it's a drop down from the apartments which we came to the board with, to give you an example, Windsor Crest is 149, when that ultimately gets built out.

MR. PETRO: No zoning issues here at all?

MR. SHAW: No, because this is all under the PUD which was granted by the Town Board in probably 1990.

MR. PETRO: Mark, want to go over this? I've been a proponent and always believed that PUD would definitely include condo units.

MR. EDSALL: That's not something I want to do tonight, but somewhere along the line, we just verify we're still in the realm of what SEQRA action was approved, I can work with Greg on getting that information into the record.

MR. PETRO: Okay. I think you went over the view easement adequately as you usually do, seems to be answered.

MR. LUCAS: What was fire, what did they say, though, no problem with fire?

MR. PETRO: Well, we're not that far ahead.

MR. EDSALL: Jim, just something you mentioned the density, as a reference, in many of the multi-family zones in the Town, it's a unit per 7,000 square feet, just a quick calculation shows this is around one unit per 7,500 square feet, so it's actually less dense than would be allowed in some of the, I believe R-5 zone.

MR. BABCOCK: R-5.

MR. EDSALL: All that, that's not pertinent because of the PUD rules just for comparison.

MR. PETRO: What about the drainage on the north side of the property towards the east, how are you going to get that water into the storm water detention pond?

MR. SHAW: More than likely, that storm water which is over in this pocket that I cannot drain here will be flowing over land, okay, to the intersection undetained. What that means is that water which is flowing to the pond is just going to have to be held back longer.

MR. PETRO: What's in the intersection to take the water?

MR. SHAW: You have a 36 inch pipe which crosses Windsor Highway and with the storm water flowing down Union Avenue.

MR. PETRO: Mark, you're going to review that anyway?

MR. EDSALL: Yes.

MR. PETRO: Conceptually, does anybody have a problem, do you have any suggestions for Mr. Shaw? Any other opinions?

MR. LUCAS: Just two things from the last time we had a public hearing with the condos, as long as there's full screening and the lights that they were concerned about, but I like the concept.

MR. SHAW: If anything, our road is moving away from the condominium project as we leave the retail center.

MR. LUCAS: Not as you come up the hill. They were concerned as you come up the hill.

MR. PETRO: That goes on the bottom piece that's already done, though, we're not reviewing that now.

MR. LUCAS: Okay.

MR. ARGENIO: That's going to be a public road eventually, is that right?

MR. SHAW: Correct.

MR. ARGENIO: The spine as you refer to it.

MR. SHAW: Yes, because the lands of RPA continues through the neck right about here and opens up to a large parcel in the back. In fact, that neck runs along the lands of Jim Petro.

MR. LUCAS: Once they extend that up, the access road to the school, wasn't there some talk?

MR. SHAW: At the time that we extend that road up into this area, the board talked about making emergency provisions to get vehicles to the school. But as you can see right here, our road system is going to be ending right here.

MR. LANDER: Mr. Shaw, all your roads are going to be ten percent or less?

MR. SHAW: No, the main road I believe is this area.

MR. LANDER: The interior road, not the town road.

MR. SHAW: Interior roads, yes, this will be ten percent, the spine road is in excess of ten percent, but we got a waiver from the town engineer and the highway super for that.

MR. PETRO: How about the one section over here, looks like it might be more than ten percent?

MR. SHAW: Ten percent.

MR. ARGENIO: Probably be proposing some type of phasing at some point in time?

MR. SHAW: No.

MR. PETRO: Why don't you get your engineers going, go and get with Mr. Edsall and looks fine, I guess.

MR. SHAW: Okay.



**McGOEY, HAUSER and EDSALL**  
**CONSULTING ENGINEERS P.C.**

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**TOWN OF NEW WINDSOR**  
**PLANNING BOARD**  
**REVIEW COMMENTS**

**REVIEW NAME:** RPA ASSOCIATES SITE PLAN  
**PROJECT LOCATION:** NYS ROUTE 32 AND UNION AVENUE  
SECTION 4 – BLOCK 2 – LOT 21 (PORTION)  
**PROJECT NUMBER:** 99-18  
**DATE:** 12 JANUARY 2000  
**DESCRIPTION:** THE APPLICATION PROPOSES THE DEVELOPMENT OF THE AREA  
TO THE WEST OF THE RPA RETAIL SITE PLAN AS A MULTI-  
FAMILY CONDOMINIUM COMPLEX. THE PLAN WAS  
PREVIOUSLY REVIEWED AT THE 23 JUNE 1999 PLANNING  
BOARD MEETING.

1. This property is part of the overall property previously submitted to the Town as part of the Sky-lom planned unit development (PUD). This application is for a component of the PUD, for 103 condominium units.
2. This plan submitted is a concept plan only. As such, procedurally, the Board should review the plan for consistency with the PUD previously approved by the Town. Relative to SEQRA, at some time in the future, the Applicant must demonstrate that the potential impacts of this project (as proposed at this time) are consistent with those considered as part of the SEQRA review of the PUD.
3. At the 23 June 1999 Planning Board meeting, the Planning Board Chairman raised the issue of the "view easement" applicable to this property. The Board should note that some investigation work has been performed by Myra Mason, Greg Shaw and the undersigned in this regard. The Board may wish to discuss this aspect with Mr. Shaw at this time.
4. At this time I have not performed a detailed review of this Site Plan. Once the Planning Board has had the opportunity to review this concept plan, and subsequently verifies acceptability and compliance with the PUD, it is anticipated that the Applicant's Engineer will prepare detail development plans for submittal. At that time, I will perform a detailed review of the proposal.

Respectfully submitted,

Mark J. Edsall, P.E.

Planning Board Engineer

MJesh

Rpa.sh

RESULTS OF PREVIOUS MEETING OF: January 12, 2000

PROJECT: R.P.A.

P.B.# 99-18

**LEAD AGENCY:**

**NEGATIVE DEC:**

1. AUTHORIZE COORD LETTER: Y    N

M)\_\_\_ S)\_\_\_ VOTE: A N

2. TAKE LEAD AGENCY: Y N

CARRIED: YES NO

M) S) VOTE: A N

CARRIED: YES NO

WAIVE PUBLIC HEARING: M)\_\_\_S)\_\_\_ VOTE: A\_\_\_N\_\_\_ WAIVED: Y\_\_\_N\_\_\_

SCHEDULE P.H. Y N

SEND TO O.C. PLANNING: Y

SEND TO DEPT. OF TRANSPORTATION: Y

REFER TO Z.B.A.: M) S) VOTE: A N

RETURN TO WORK SHOP: YES NO

**APPROVAL:**

M) S) VOTE: A N APPROVED:

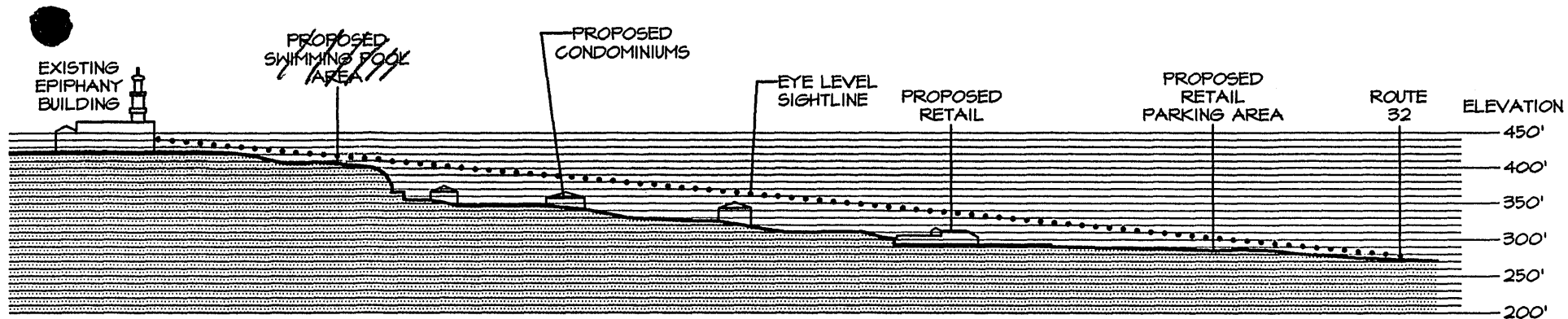
M) S) VOTE: A N APPROVED CONDITIONALLY:

NEED NEW PLANS: Y N

**DISCUSSION/APPROVAL CONDITIONS:**

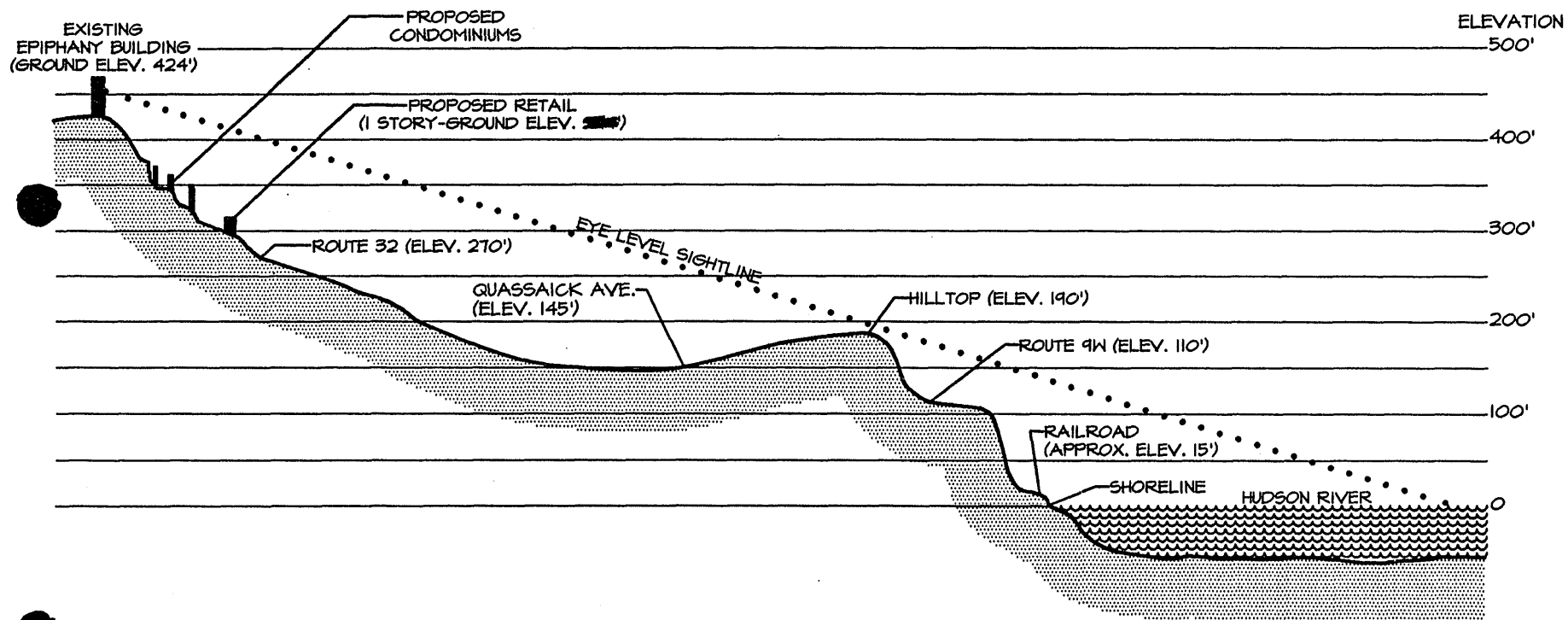
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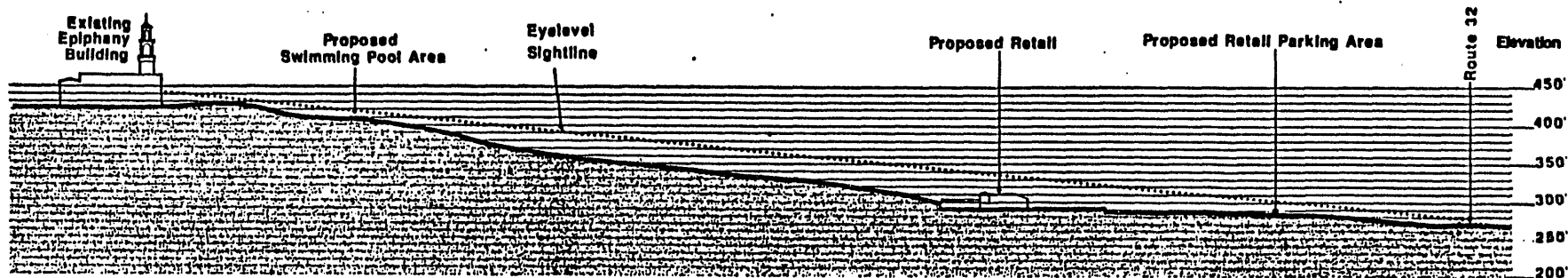
EAST - WEST SECTION LOOKING NORTH

VIEW FROM ROUTE 32 TO EPIPHANY COLLEGE BUILDING  
NOT TO SCALE



## CROSS - SECTION EPIPHANY BLDG. TO HUDSON RIVER

NOT TO SCALE



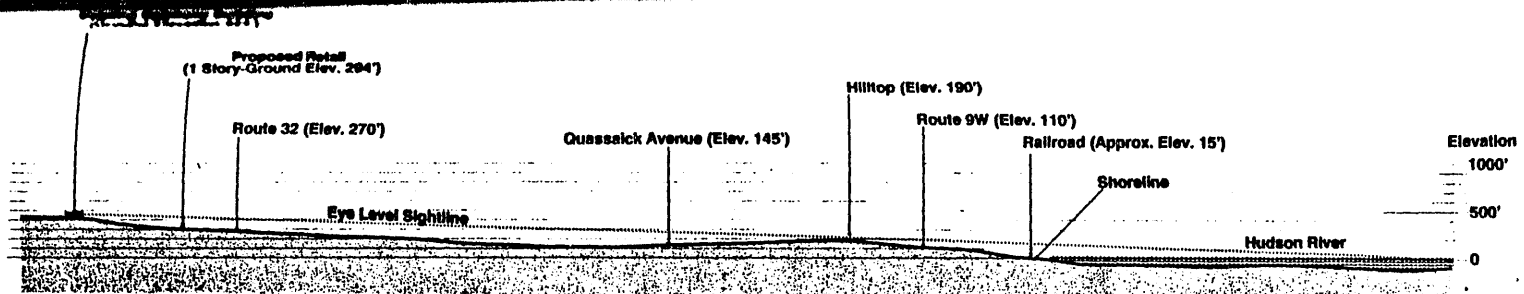
East-West Section Looking North

0 50' 100' 200'

## VIEW FROM ROUTE 32 TO EPIPHANY COLLEGE BUILDING

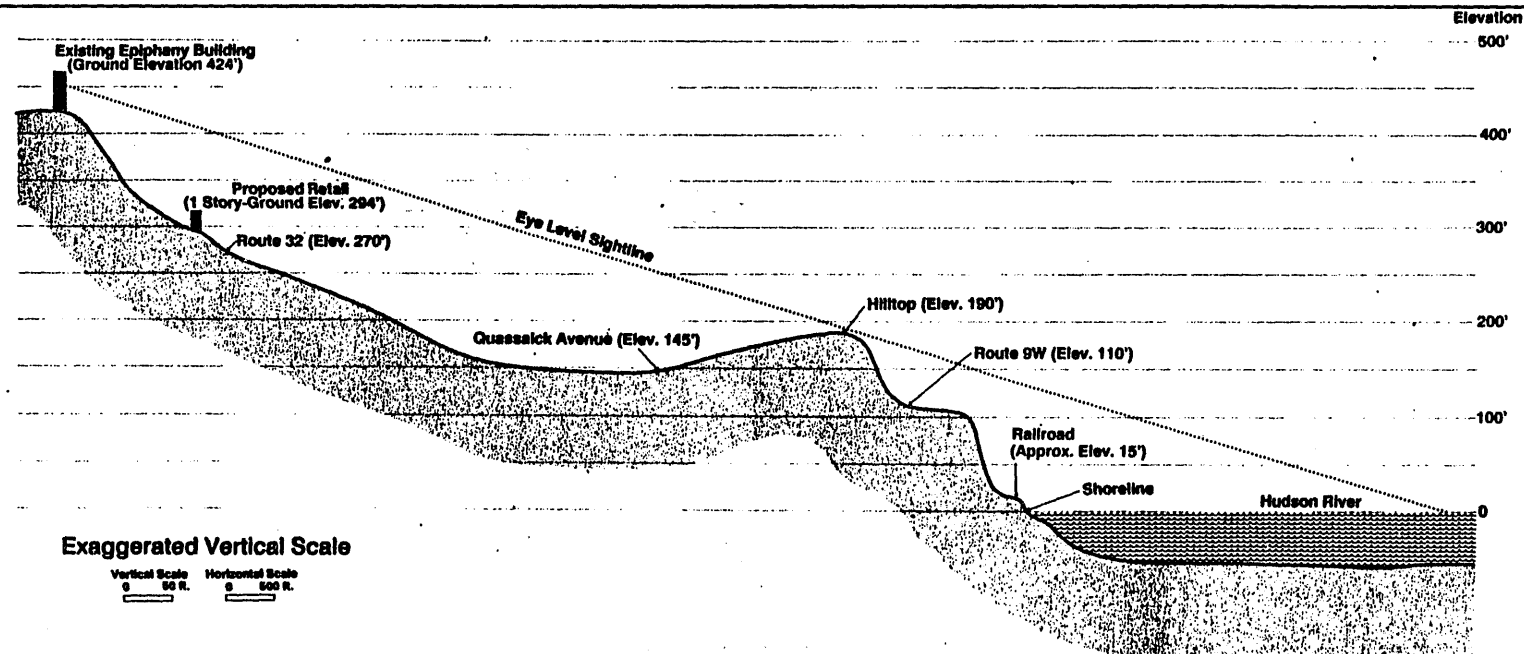
ENVIRONMENTAL IMPACT STATEMENT  
EPIPHANY COLLEGE PROPERTY  
NEW WINDSOR, NEW YORK

Parish & Weiner, Inc.



True Vertical Scale

0 500 R.



Exaggerated Vertical Scale

## CROSS-SECTION EPIPHANY BUILDING TO HUDSON RIVER

ENVIRONMENTAL IMPACT STATEMENT  
EPIPHANY COLLEGE PROPERTY  
NEW WINDSOR, NEW YORK

Parish & Weiner, Inc.

DISCUSSION

RPA RETAIL SITE

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: We have RPA retail site, corner of Windsor Highway and Union Avenue, that's a discussion regarding planter required on site.

MR. SHAW: Before we begin, I'd just like to tell this board that I consider it a personal privilege to be the last presented before this board of the millennium and with that spirit, I'd like to pass out a little holiday joy.

(Discussion was held off the record)

MR. SHAW: Real simple, RPA Associates got final site plan approval from this board probably about nine months ago. We were in the final stages with the DOT with respect to getting a permit for the improvements on Windsor Highway. They asked the question, the landscaping that was approved at the intersection of Windsor Highway and Route 32 whose idea was it, who supported it, and when we told them it was the New Windsor Planning Board, they said to us can you show us something in writing so what I'm doing is coming before this board asking if you would be so kind as to just write a two sentence letter and maybe your consulting engineer can do it for you just stating that it was at your request that the planters and the landscaping was proposed and approved by this board at that intersection.

MR. PETRO: It's in the right-of-way, is that correct?

MR. SHAW: Certainly the planting area and the benches are in the right-of-way and yes, some of the plantings are in the right-of-way.

MR. LUCAS: Is that where your uncle wanted to put it?

MR. PETRO: That's correct, and what Mr. Lucas refers to that John Petro, who's on the Beautification Committee for the Town of New Windsor had suggested that we do a little something special in that area and we conveyed that to the applicant and he agreed and that's why it is what it is and we approved it, I guess on through the meetings.

MR. SHAW: Probably around February, March of this year.

MR. PETRO: I don't see any reason that anything has changed or any reason that we can't construct or ask Myra to satisfy Mr. Shaw with the letter for the DOT.

MR. SHAW: That would be to the attention of Tom Mayers.

MR. PETRO: Anybody object to the letter?

MR. LANDER: No.

MR. BRESNAN: No.

MR. LUCAS: No.

MR. EDSALL: Why don't you be safe.

MR. PETRO: Motion to write a letter to the DOT.

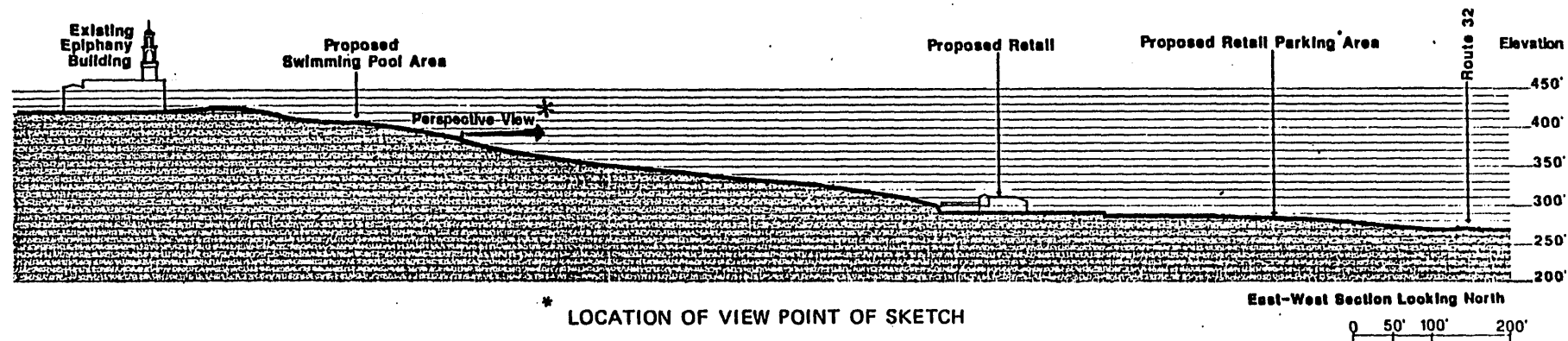
MR. LUCAS: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion's been made and seconded that the New Windsor Planning Board instruct and ask Miss Mason to write a letter to the liking of Mr. Shaw to the New York State DOT to the attention of Tom Mayers that the landscaping detail as shown on the plan for RPA is indeed what the New Windsor Planning Board had asked for. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

|             |     |
|-------------|-----|
| MR. ARGENIO | AYE |
| MR. BRESNAN | AYE |
| MR. LANDER  | AYE |
| MR. LUCAS   | AYE |
| MR. PETRO   | AYE |



\* LOCATION OF VIEW POINT OF SKETCH

## CROSS-SECTION: EPIPHANY BUILDING TO ROUTE 32

ENVIRONMENTAL IMPACT STATEMENT

EPIPHANY COLLEGE PROPERTY

NEW WINDSOR, NEW YORK

Parish & Weiner, Inc.



**RESULTS OF P.B. MEETING OF:** June 23, 1999

**PROJECT:** QPA-S.P.

P.B.# 99-18

**LEAD AGENCY:**

**NEGATIVE DEC:**

1. AUTHORIZE COORD LETTER: Y\_\_\_ N\_\_\_

M) S) VOTE: A N

**2. TAKE LEAD AGENCY: Y    N**

CARRIED: YES NO

M) S) VOTE: A N

CARRIED: YES NO

WAIVE PUBLIC HEARING: M) S) VOTE: A N WAIVED: Y N

SCHEDULE P.H. Y N

SEND TO O.C. PLANNING: Y

SEND TO DEPT. OF TRANSPORTATION: Y

REFER TO Z.B.A.: M)        S)        VOTE: A        N       

RETURN TO WORK SHOP: YES NO

**APPROVAL:**

M) S) VOTE: A N APPROVED:

M) S) VOTE: A N APPROVED CONDITIONALLY:

NEED NEW PLANS: Y N

**DISCUSSION/APPROVAL CONDITIONS:**

Review "View Easements" (Mark)

RPA ASSOCIATES SITE PLAN (99-18) UNION AVENUE & ROUTE 32

Mr. Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: The development of the area as a multi-family apartment complex. Plan was reviewed on a concept basis only. I'm going to read number one for the minutes. This property is part of the overall property previously submitted to the Town as part of the Sky-Lom plan unit development PUD. This application is for the component of the previous PUD for 170 multi-family apartment type units. Okay?

MR. SHAW: Thank you. Where do we start? About three months ago, maybe four months ago, we got site plan approval from this Planning Board for the retail center that was both a site plan and a subdivision approval. Since that point in time, we had filed the subdivision plan so the retail center is on a separate lot and the balance of the property which consists of I believe 72 acres is the remaining portion of the parcel. What I have done is I have indicated the retail center on the plan just so the board can see how it all fits together what I brought with me tonight which you do not have in front of you is an overall composite plan, I thought the board would like to at least get a feel for where we think we're going with the project. And what it would consist of is the retail, the 170 apartments, the road going to the southwest and the balance of the property which would consist of 90 some lots would be single family detached homes.

MR. PETRO: Let me stop you there. Once again, for the minutes and for everyone's information, I own all the property to the south of a good portion of this application but I have no relationship to this applicant whatsoever.

MR. SHAW: Okay, I just looked at the drawing and total number of single family lots are 92. So, again, this is just to give the board the overall concept of how we envision the property be developed. The issue of the single family will be another application at a later

date. How we're going to handle Park Hill Drive is again going to be path of that application what we're going to be talking about tonight is just the 170 apartment units, which is a drawing which is the drawing before you. But again, I thought it would be wise just to take a look and to see where we are going with it. If the board will remember, while the retail center was approved with an entrance off 32, it was our intent to make the spine road town road. With that to be in two users now that being the owner of the retail center and the owner of the 170 apartments, this road would be built to the specifications of the Town of New Windsor and dedicated to the Town of New Windsor. Water for the apartments would be provided by the Snake Hill water storage tank through the crossover on Union Avenue with the system that goes around Ephiphany Middle School and down through the easement on our property going into Windsor Crest. We'd be tying into that high pressure system and bringing that higher pressure into our site. We could not be serviced by the water pressure on Route 32. With respect to storm drainage, we're intending to provide storm water detention pond on our parcel which would be taking care of the 170 apartments. I haven't decided whether or not that pond's going to be integrated with the pond below which is opposite the retail center whether it would stand alone. Those mechanics have to get worked out. Again, as you said, this is really just for discussion tonight, give the board a flavor for where we're going. With respect to the sanitary sewer system, there's a line which leaves the mid, leaves the middle school that runs along our property, RPA's property and ties into the manhole where it crosses Union Avenue. We're going to have to do a little leg work, hopefully we'll be able to tie into that line also for a sanitary sewer service. The plan that I submitted before you is a grading plan. To prepare a plan in two dimensions really wouldn't do justice because it wouldn't give the board a feeling for the amount of cuts and fills required for the 170 units. With the grading plan, you can see that the disturbance is rather limited. We tried to work with the contours. We have stayed away from areas that were steep that require substantial regrading. We did not max out the site. The 170 apartments is considerably reasonable

compared to the number of units that were on the plan that got the special permit and with one final issue with respect to the parking spaces we're providing 369 spaces, which is far in excess of two spaces per dwelling unit. So it will be some spaces left over for visitors parking, et cetera. And we do have some community facilities, we have a tennis court, we have a pool, we have a clubhouse. So those amenities would be provide in the middle of the site. So that, Mr. Chairman, is a brief overview. I throw it over to you.

MR. PETRO: Let me ask you about the view easements that was in place for years and years and years. I see we're building to the center of it, including the previous subdivision, how are we handling that?

MR. SHAW: That's a good question, maybe I'll just let you look at this and pass it around to the rest of the board members that comment came up in the workshop session today, I sat down and spent more than a few minutes and I read applicable sections of the GEIS for the Sky-Lom, the FEIS for Sky-Lom and the finding statement with respect to the view easement and there's two important aspects of the view easement that was important. One was to be able to look from the school property and see the Hudson River. And if you look at one of the sketches that was in the DEIS, they came to the conclusion that really wasn't a problem because actually, if you take the topo of the ground surface between the school and the Hudson River, you'll see we're in somewhat of a valley and we'll not block out the view of the Hudson River from the school. Going 180 degrees, they were concerned about the view of the school from Route 32, I don't know if the board has looked at it recently, but I road passed there yesterday and I have to tell you the very tall pines in the front of the property block out probably one half to 2/3 of the building. I don't believe those pines are on our property. So what I am saying is that the view easement was from 32 to the building that's dissipated due to the growth of the pines. Yet, I'm willing to prepare the necessary sketches similar to this to show that the buildings are going to be constructed within that view easement will not affect the view from the buildings to the Hudson or from 32 to

the main building.

MR. PETRO: Who is the lead agency for the view easement? Who would enforce that? Who would come and say hey, you guys really screwed this up the, view easement is obstructed and we want it removed.

MR. SHAW: That view easement was established before Sky-Lom got involved and that was in 1986, that was established on a prior subdivision for that parcel so they were pleased with it. And I haven't seen a formal document that says exactly what that view easement is supposed to do. If you want, we can possibly research it but I wouldn't be surprised if it's nothing more than just some lines on a subdivision plan calling it a view easement.

MR. PETRO: Sketch that you are showing us there you're demonstrating that we're looking over the top of this entire project anyway from the school?

MR. SHAW: From the school, correct. Now, I'm sure that, you know, Mark and your consultant will also be looking at those three documents to make sure I didn't miss anything.

MR. PETRO: Mark, you do need to look into that because that is an important thing.

MR. SHAW: I believe we can comply with that which was in the DEIS.

MR. PETRO: I'm sure it doesn't mean that it was meant to be green area. There's like a flight path over certain areas where they have heights, doesn't mean you can't build, just means you can't put a ski scraper.

MR. ARGENIO: What's the answer to the question, Mark, Jimmy asked?

MR. EDSALL: On the view easement?

MR. ARGENIO: Who enforces the view easement?

MR. EDSALL: Greg touched on the important point if the

easement is memorialized in any type of an instrument filed out at the County Clerk's Office, then it will tell us who it is to the benefit of and if it's a private easement, I would assume that it's enforced by the person who's benefited.

MR. KRIEGER: That's the usually the way it works.

MR. EDSALL: If we don't know who benefits and we can't identify that person, I don't know who would enforce it, the Town wouldn't enforce this if they are not party to the easement.

MR. PETRO: I'm sure it's not meant to be a green area, it's meant as it states a view easement to see the river.

MR. EDSALL: There's two points. One, if there's not a filed instrument, then it was addressed in the EIS and if there was an intent in the EIS to maintain a certain viewshed, and I think Greg is basically saying that he is going to show us that he's meeting the intent of what was part of the conclusions of the Town Board when they went through this so I'll look at the PUD information that's in the EIS and whatever questions Greg and I can work out, but I will report back to you that as far as we can tell, it meets the intent and we'll try and find out if there's a document.

MR. KRIEGER: If it's in favor of anybody, if anybody other than the Town other than this board has a interest, it appears likely that it would be the school district, the only beneficiary of the view, and I would suggest that along this application process contacting the school district if they have no complaint about it then it's not a live issue.

MR. SHAW: From a technical point of view, I don't know how they'd have any rights because the easement not only preceded the school, it preceded Sky-Lom.

MR. KRIEGER: I'm not determining and by saying that, I'm not trying to make the determination that they do or do not, but it seems to me as the current owner of the property they may not have been the beneficiary

originally, but they are the current owner of the property at that point and if they have a, if they have a complaint that would be useful to know, if they don't have a complaint, that would also be useful to know.

MR. PETRO: All right, gentlemen, I think we've got your attention about the view easement. Mark is going to look into it. I'm not trying to cut you off, you know, we know what you can talk about there, we just need more information.

MR. SHAW: One last issue with the Sky-Lom proposal they would build on this side substantially close to the school. If you notice our constructs within that view easement is substantially lower, our housing units end here, the only thing above it are the community facilities and on a scale of one inch equals 200 feet, you have probably 800, 900 feet between these units and this school. So I really don't view it as problem but again recognize that it's our obligation to demonstrate to Mark that it isn't a problem.

MR. PETRO: Right, okay, access to this project?

MR. SHAW: Is going to be off the town road and there will be one penetration out onto County Road 69, Union Avenue and we realize we're going to have to work with the Orange County DPW in getting the permit for that and any improvements that would go along with it.

MR. STENT: That's not shown on here right now.

MR. EDSALL: Yeah, it is.

MR. LANDER: Where is that in relation to the San Giacomo Drive?

MR. SHAW: San Giacomo Drive is up here.

MR. PETRO: Do you know where Mrs. Rumsey is?

MR. LUCAS: It's got to be by the trailers on the hill? The only thing Greg is this Phase 1 now or is there still retail Phase 1 now we're going to propose this project first?

MR. SHAW: Retail is off the board, we have approval for that. The application that's before you now is for 170 apartments, it's not for the single family, it's not for the road in the back, that will be another application. So, you may view it as one, two or three phases. I view it as three separate applications, one application approval for the retail, one for the multi-family and one for the single family in the rear.

MR. ARGENIO: Was the retail phase one retail and phase two retail?

MR. SHAW: Yeah, at the time the retail was approved, we had visions of having one of the buildings built out first, so it's a set of drawings, including approved set which dealt with the state improvements should only that building be built. So yes, you can view it as that two phases in the first application.

MR. LUCAS: But three different projects?

MR. SHAW: Right.

MR. PETRO: This access on Union Avenue, it's really in a bad spot, you realize that on that hill, I think the crown of the hill is not too far away from there.

MR. SHAW: Crown of the hill I think is up here.

MR. PETRO: So, you feel that the sight distance will be okay? I realize that's not our function.

MR. SHAW: What's going to happen we're going to have to get John Collins Engineering involved who did the work with respect to Windsor Highway and Union Avenue and the DOT and the DPW and he's going to have to work out the best access point. This is where it works best for us, we think it will work for everyone, but that has to be looked at.

MR. PETRO: Also we're talking one time about giving access off the new town road that you are building into the school up in that area as an emergency exit for the school and just for a good flow.



MR. SHAW: I would think that when that gets built in the next application, that that still makes sense but what I envision is building this town road, terminate with some type of cul-de-sac here that would be the end of the approval for the apartment complex and when the single family comes before you, a temporary cul-de-sac would be removed and the road extended and you'd still access the school off that road.

MR. LANDER: Were you ending the cul-de-sac at the property line?

MR. SHAW: Not really, there's no reason to extend it all the way up to the property line. We have to get safely passed the last cluster of buildings and we can put our cul-de-sac there, there's no reason to go to the expense of extending it up further.

MR. LANDER: Suppose you don't do the next phase and RPA sells it to somebody else, they'd have to incur the cost of bringing it to the property line?

MR. SHAW: Yes and I'm sure that would be reflected in the sales price.

MR. PETRO: I'd still like to see it go up high enough to tie into the school. I never liked the idea of the school and it was beyond our agency to enforce it, of having just the one access and not being looped anywhere.

MR. ARGENIO: It might be in the applicant's interest to go up there anyway.

MR. SHAW: If you're saying to tie into the athletic field that road has to be built all the way up here at that point, we only own 50 feet, where do we put the cul-de-sac.

MR. PETRO: I don't think you have to go that far from the cul-de-sac parking area, they remove a couple spaces on the east side and you tie in right there.

MR. ARGENIO: Mr. Shaw, it may be in your client's

interest to get up closer to the property line because if you construct 120 foot diameter cul-de-sac in the big cut you have there, you're going to be moving substantially more earth than you would need to, you may want to do just the rough cut for the road and then build the cul-de-sac on the flatter area to the west and it may be more financially feasible to do that than to put the cul-de-sac just west of that last set of apartment units. Just a thought as I look at the plans.

MR. SHAW: You're right, except I don't see that area being that much flatter. I think the contours are pretty consistent through there, but your point's a good one, if you can put it in a flatter area, let's cut and fill, cheaper cost.

MR. LUCAS: I agree with Jim, just kind of put the cul-de-sac as far up and just have a road like a gated one, Jim.

MR. PETRO: Crash gate and/or a road?

MR. LANDER: Jimmy, fire truck would never get through the parking lot, number one, because they have more spaces in there, you can't hardly get around there with a car.

MR. PETRO: Emergency vehicle could though or ambulance.

MR. LANDER: Fire truck get through there, no way. I walk there and the parking lot they have spaces in front of hydrants, they park anywhere they want, don't forget, New York State Board of Education has the right to do whatever they want.

MR. PETRO: Why don't you look into it, Greg?

MR. LANDER: I can tie in, but you're not going to get anything but a scooter passed there, they've got the parking space right next to a fire hydrant up there.

MR. PETRO: Garbage station's always a big thing.

MR. SHAW: We have them indicated refuse enclosures, five to six enclosures for the site.

MR. PETRO: We're not going to get into lighting and all that stuff.

MR. SHAW: There's an awful lot of engineering work that has to get ground out. The purpose was to come before you tonight, introduce it to you and get some feedback how do you feel about it. You know, for us to go on, Tom Perna is here, he has to make a substantial investment in moving this project forward. He'd like to hear firsthand from you whether it's an appropriate use for the property.

MR. PETRO: How you going to handle the cut on the one big bend in the road? Looks like there's a lot of--

MR. SHAW: With a big machine.

MR. PETRO: That was the answer I was expecting.

MR. ARGENIO: Jimmy, you walked into that. I think what you're referring to is retention of the slope, that sort of thing.

MR. STENT: Look at the second paragraph under one, please.

MR. PETRO: I think we settled that at one time, I believe it is part of the PUD and the PUD goes with the property.

MR. EDSALL: I wasn't looking to re-invent it, but it should be part of the minutes.

MR. PETRO: PUD goes with the property for the duration of the property, whoever owns it, it's immaterial. Am I wrong?

MR. KRIEGER: No, you're correct.

MR. LUCAS: Water system, you're putting in also feeds the water system for the upper development?

MR. SHAW: Yes, I say yes because I believe that the water main as it physically exists now comes in loops around the school extends over through this easement which is granted, RPA granted to the Town of New Windsor, extends down and goes into Windsor Crest. So that main is already there. What happened, tapping and finding here and probably tapping it up here and bringing it up into single family homes probably will not be connected other than through the line which physically exists on the property now.

MR. ARGENIO: When Mr. Greeley looks at the Union Avenue entrance, I remember ingress egress on Phase 2, I think of the retail being a very sticky issue, he should look very closely at that, the stacking lanes and avoiding what has been termed a suicide lane on that hill. Do you recall that whole discussion?

MR. LANDER: Absolutely.

MR. LUCAS: But also the bottom line, I did go to George about it and he said really is County's responsibility, not us, nothing that we can make a decision on.

MR. PERNA: Our only issue was the concern of having a long dead-end from Route 32 and not having fire access through but if the town would--

MR. PETRO: We want to see it, you might have to build another lane, but go to the County. Also back to my hill, without using big tractors and stuff, is it going to be a retaining wall, plan on putting one on one slope, look at the lines on your map?

MR. SHAW: Yup, our intention is to grade it to a probably 1 on 2 1/2 slope, stabilize it, seed it and have it be a grass area. We own a substantial amount of land so constructing that road and shaving back to virgin grade isn't a problem. Does it mean material's going to have to come out, absolutely, but there's going to be areas where there's fill needed. So I don't view it as being a big issue. As you point out, it's probably the most severe of the area.

MR. PETRO: Storm water detention pond the water's going to leave the pond and go where?

MR. SHAW: Well, we're not sure it's going to end up at Windsor Highway and Union Avenue ultimately, with the approval of the retail center, there's going to be a 36 inch pipe which goes from this storm water detention pond to the intersection. I'm not sure whether or not the storm water as it flows out of this pond will bypass this pond and go right into the 36 and discharge through this intersection or whether it will go into the pond of the retail center be further detained and then released.

MR. PETRO: Was a 36 inch pipe sized to take in all these 170 units?

MR. SHAW: Yes, cause what's going to happen, 36 inch size pipe has been sized to handle the pre-development flow, it's, we have to detain the storm water so we don't exceed the pre-development flow and that's why we put in the ponds. So answer your question yes, it will handle it because we're holding it back and releasing it slowly.

MR. PETRO: Would it be even better to take it from that detention pond and put it into the other one?

MR. SHAW: Possibly, but all comes down to timing and peaks and something has to be looked at very closely.

MR. PETRO: Do we have an easement to cross lot number one with a pipe?

MR. SHAW: No, because this is going to be dedicated over to the Town. The outfall of the pond is going to come into the town road, flow down the town road either enter into the pond or enter into the 36 inch pipe directly but this will be the route.

MR. PETRO: Thirty-six inch up to town road or whatever needed?

MR. SHAW: No, more than likely probably will be 24, maybe 30 tops.

MR. PETRO: So you're saying the town road in effect is your easement?

MR. SHAW: Correct.

MR. LUCAS: Greg, we got feedback from the condos this second part of this, is there any condos that will be affected more by screening and lighting and stuff?

MR. SHAW: Possibly, I mean, you can see for yourself, you know where we are probably within 20 feet of the property line along here and with that, yes, we're going to have to screen it and maybe put up a fence.

MR. LUCAS: Do the condos go up that far?

MR. SHAW: Yes, close, probably that road probably starts bending right there about through here.

MR. LUCAS: So you screen it.

MR. PETRO: I see the parking area in front of the pool isn't connected to the main town road, can you do that just to keep the traffic flow away from that area?

MR. SHAW: No, because of grading conditions. If you look at the grades on the drawing that was submitted to you, you'll see that you're probably 8 feet in elevation between the end of the aisle which services the community facilities to the town road.

MR. ARGENTIO: Probably 20 percent grade.

MR. SHAW: So you're better off just not connecting the two.

MR. STENT: Going to run sidewalks around the perimeter? How you going to tie in?

MR. SHAW: I don't know the answer to that, Ed, I haven't thought about sidewalks, I don't have any sidewalks indicated.

MR. PETRO: You plan on doing that, though, correct?

MR. SHAW: I would think, I don't know; we'll have to revise it. I mean, that's a fine point that's going to be worked out or mandated to us one or the other, but I haven't given it any thought.

MR. PETRO: Normally, sidewalks are an issue because they don't have nowhere to go but here, you have a huge retail center at the base of your operation and I think you should have sidewalks that would lead there.

MR. LANDER: Take a look at it.

MR. SHAW: Sidewalks, what, on the town road? That's one issue, sidewalks on the town road, and within the multi-family development also sidewalks in both places, maybe one would suffice, I don't know, that's something we have to think about.

MR. LANDER: Mr. Shaw, suppose retail doesn't go first and this other project goes and you have to build a detention pond one way or the other at the bottom right by 32, you're going to connect the other retention to that?

MR. SHAW: Correct, and the outfall piping to the intersection.

MR. LANDER: All those improvements are going to have to be done, no matter what?

MR. SHAW: Correct, so if the retail center doesn't go first, we have to build the outfall piping and maybe the outfall piping and the pond.

MR. PETRO: What's the holdup with the retail center?

MR. SHAW: A tenant or tenants.

MR. PETRO: Mr. Lander brings you up a very good point without the retail center being built you're going to have a lot of work to do on that piece of property, i.e., a retention pond, drainage, roads, good portion of that would have to be built out anyway.

MR. SHAW: I wouldn't say a good portion, I would say maybe the first 50 to 75 feet parallel with Windsor Highway and of course, the road and of course, the pond and the outfall piping that goes in that 50, 75 feet that's about all I think you need but yes, there are dollars that have to be spent to get the infrastructure up to the multi-family section.

MR. PETRO: And some landscaping also done along that Windsor Crest property. All right, I've seen enough, conceptually, does anybody have anything they want to change or say that we haven't already said?

MR. LANDER: They are not going to be ten stories, are they?

MR. SHAW: No, they are not, they are going to be, as you're looking, hard to describe this, as you're standing in the aisle looking up the hill, there will be two stories exposed on the front side, two stories exposed on the rear side, if you turn around 180 degrees and look downhill, two stories on the front side, three stories on the other side cause the ground drops off so it will be two on the high, average of 2 1/2 on the low.

MR. PETRO: Anything else?

MR. ARGENIO: No.

MR. STENT: No.

MR. LANDER: I just don't like the idea having one way in and out of the project, but getting out onto the County road is going to be a problem, so we may have to live with it or rearrange the parking lot by the pool area.

MR. SHAW: What very well may happen once we get County DPW involved, they may say we want it hear and we'll revise the plan and come back and talk to you.

MR. LUCAS: Nothing further.

MR. PETRO: You want to add anything else at this



point?

MR. SHAW: No.

MR. PETRO: I want you to really give heavy consideration to sidewalks, we really want to see the exit out onto county road and tie into the school somehow. I don't care if it's a crash gate type of a road, just something, give me an idea why you can't do it other than money. If it can't be worked out, we asked you, gave us a good reason why you can't and that's fine.

MR. SHAW: I guess right now looking at the quick plans we'll extend the road up to the edge of the property probably a quick hundred grand, \$150,000 in road construction just to extend the cul-de-sac all the way to the end.

MR. PETRO: It may not be high enough anyway, right?

MR. SHAW: Exactly, we're looking at grades and it will prove itself that it's not practical but we'll come back and respond to that. Mr. Perna's also here.

MR. PERNA: Mr. Chairman, for the board, we expressed a lot of anxiety to get the retail approved only because we thought we had a tenant locked up, but in this business, I guess you don't get your money until there's a certified check from the bank. We're advertising in New York Times every other week and also in the New York Real Estate Journal and I'd like to give this to the board, one of many, and get no calls.

MR. PETRO: Thank you.

MR. SHAW: Thank you.

MR. PETRO: Entertain a motion to adjourn?

MR. ARGENIO: So moved.

MR. LUCAS: Second it.

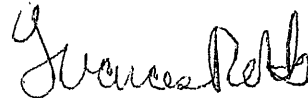
ROLL CALL

June 23, 1999

40

|              |     |
|--------------|-----|
| MR.. ARGENIO | AYE |
| MR. STENT    | AYE |
| MR. LANDER   | AYE |
| MR. LUCAS    | AYE |
| MR. PETRO    | AYE |

Respectfully Submitted By:



Frances Roth  
Stenographer

TOWN OF NEW WINDSOR  
ENGINEER AND PLANNING BOARD OFFICE

MEMORANDUM

TO: TOWN OF NEW WINDSOR PLANNING BOARD

FROM: GLENN MARSHALL, TOWN HISTORIAN EXT. 609

DATE: JANUARY 25, 2001

SUBJECT: RPA CONDOMINIUM SITE

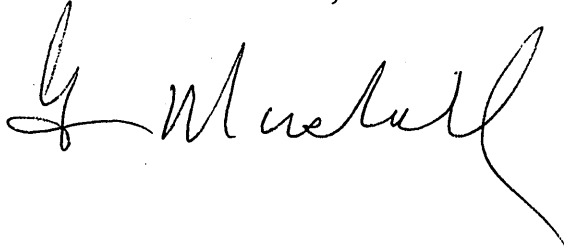
AN ARCHEOLOGICAL STUDY WAS DONE SEVERAL YEARS AGO FOR SKY-LOM. THEY FOUND 18<sup>TH</sup> CENTURY CULTURAL MATERIAL AND HOUSE SITES IN THE AREA ON THE NORTH SIDE ADJACENT TO UNION AVENUE IN THE NORTHWEST SECTION OF THE PROPERTY. THE DEVELOPER'S ARCHEOLOGIST THEN RECOMMENDED THAT FURTHER STUDY BE DONE IN THAT AREA (SEE ORIGINAL REPORT).

MY CONCERN AT THIS POINT IS THAT THERE IS A FORRESTED AREA ON THE SOUTH SIDE OF THE PROPERTY – ABUTTING WINDSOR CREST THAT HAS NOT BEEN TESTED FOR ARCHEOLOGICAL REASONS. THIS AREA REPRESENTS A POSSIBLE LOCATION OF 18<sup>TH</sup> CENTURY SOLDIER BURIALS. THIS WOULD BE OUR LAST OPPORTUNITY TO CHECK THAT IMMEDIATE AREA. I HAVE SOME NOTES FROM THE JOSEPHITE FATHER'S THAT SEEM TO POINT OUT THIS UNDEVELOPED AND UNMAINTAINED SECTION OF THEIR FORMERLY OWNED PROPERTY. GIVEN THE PROXIMITY OF THIS SITE TO THE FORMER MASSACHUSETTS HUT SITES ON RT 32, THAT RAN ON A DIAGONAL ACROSS RT. 32, IT DOES FALL WITHIN THE ENCAMPMENT THAT IS LISTED ON THE NATIONAL REGISTRY.

I RECOMMEND THAT THIS PIECE OF PROPERTY BE STUDIED  
FURTHER FOR ARCHEOLOGICAL PURPOSES.

THIS IMMEDIATE AREA HAD MILITARY OCCUPATION FROM 1777  
- 1783.

GLENN MARSHALL, TOWN HISTORIAN

A handwritten signature in cursive script, appearing to read "G Marshall", with a long, sweeping underline that extends to the right.



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., ~~WATER~~, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER:

**99-18**

DATE PLAN RECEIVED:

RECEIVED

JAN - 5 2001

The maps and plans for the Site Approval

Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of

RPA Assoc

has been

reviewed by me and is approved ☒

~~disapproved~~

If disapproved, please list reason

water is available - Notify water Dept.  
for location.

HIGHWAY SUPERINTENDENT

DATE

Jane D. D's  
WATER SUPERINTENDENT

1-10-01  
DATE

SANITARY SUPERINTENDENT

DATE

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553



1763

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, ~~HIGHWAY~~

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PLANNING BOARD FILE NUMBER:

**99-18**

RECEIVED

DATE PLAN RECEIVED:

JAN - 5 2001

The maps and plans for the Site Approval \_\_\_\_\_

Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of

\_\_\_\_\_ has been

reviewed by me and is approved ☒ subject to:

disapproved \_\_\_\_\_.

If disapproved, please list reason Consultation with

Mark Edsall during final Review RECEIVED

JAN 08 2001

N.W. HIGHWAY DEPT.

Henry Hill 1/10/01  
HIGHWAY SUPERINTENDENT DATE

\_\_\_\_\_  
WATER SUPERINTENDENT DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT DATE

**INTER-OFFICE CORRESPONDENCE**

**TO: Town Planning Board**

**FROM: Town Fire Inspector**

**DATE: January 8, 2001**

**SUBJECT: RPA Associates, LLC**

**Planning Board Reference Number: PB-99-18**


**Dated: 5 January 2001**

**Fire Prevention Reference Number: FPS-01-007**

**A review of the above referenced subject site plan was conducted on 8 January 2001.**

**I have provided to Engineer Edsall a mark up of the utility plan to relocate three (3) hydrants. Please have Mr. Shaw meet with Mr. Edsall to discuss this issue.**

**This plan is acceptable.**



**Robert F. Rodgers**  
**Fire Inspector**



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.G.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: **99-18**

DATE PLAN RECEIVED: JAN - 5 2001

The maps and plans for the Site Approval \_\_\_\_\_  
Subdivision \_\_\_\_\_ as submitted by \_\_\_\_\_  
\_\_\_\_\_ for the building or subdivision of \_\_\_\_\_  
\_\_\_\_\_ has been  
reviewed by me and is approved ☒ subject to:  
disapproved \_\_\_\_\_.

If disapproved, please list reason consultation with  
mark Edsall during final Review **RECEIVED**

JAN 08 2001

N.W. HIGHWAY DEPT.

Henry Kelly 1/10/01  
HIGHWAY SUPERINTENDENT DATE

\_\_\_\_\_  
WATER SUPERINTENDENT DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT DATE



**INTER-OFFICE MEMORANDUM**

**TO: Town Planning Board**

**FROM: Town Fire Inspector**

**DATE: June 28, 2000**

**SUBJECT: RPA Associates LLC Condo Complex**

Planning Board Reference Number: PB-99-18

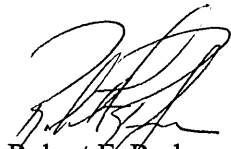
Dated: June 28, 2000

Fire Prevention Reference Number: FPS-00-025

A review of the above referenced subject site plan was conducted on 28 June 2000

This site plan is acceptable.

Plans Dated: 15 June 2000 Revision 1



Robert F. Rodgers  
Fire Inspector

RFR/dh



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.  
WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.  
JAMES M. FARR, P.E.

- ☐ Main Office  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- ☐ Branch Office  
507 Broad Street  
Millford, Pennsylvania 18337  
(717) 296-2765

PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor

P/B # 99 - 18

WORK SESSION DATE: 19 APR 00

APPLICANT RESUB.  
REQUIRED: \_\_\_\_\_

REAPPEARANCE AT W/S REQUESTED: Late

PROJECT NAME: RPA Condos

PROJECT STATUS: NEW \_\_\_\_\_ OLD X

REPRESENTATIVE PRESENT: Shaw

MUNIC REPS PRESENT: BLDG INSP. \_\_\_\_\_  
FIRE INSP. X  
ENGINEER X  
PLANNER \_\_\_\_\_  
P/B CHMN. \_\_\_\_\_  
OTHER (Specify) \_\_\_\_\_

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- not yet done Landscaping 103 units
- Lighting
- 12" riser
- Main proposed down Union to site 8" down - may need 12"
- some retail 5/8 drainage needs to go in for Condo
- Sewer - may need to have bottom fixed and have partial dedication
- 3 lot subdivision - does it have to meet zoning?
- or does PVD elim Need for meeting current bulk.
- upper retaining wall detail i need fence.
- SEDNA - letter - compare to PVD findings
- Paved 90° access to Union for emer access
- going to Board for update
- and ask for P/H

pbwsform 10MJ98

X CLOSING STATUS  
Set for agenda ← discuss & request P/H  
possible agenda item  
Discussion item for agenda  
ZBA referral on agenda

- Sep sub app maybe later



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor

P/B # 99-18

WORK SESSION DATE: 5 APR 00

APPLICANT RESUB.  
REQUIRED: later

REAPPEARANCE AT W/S REQUESTED: Yes

PROJECT NAME: RPA

PROJECT STATUS: NEW        OLD       

REPRESENTATIVE PRESENT: Shaw

MUNIC REPS PRESENT: BLDG INSP.         
FIRE INSP. X  
ENGINEER X  
PLANNER         
P/B CHMN.         
OTHER (Specify)       

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

No progress at this time  
will schedule follow-up later

CLOSING STATUS

- Set for agenda  
       possible agenda item  
       Discussion item for agenda  
       ZBA referral on agenda

pbwsform 10MJE98



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 99-18

DATE PLAN RECEIVED: RECEIVED JAN 7-06

The maps and plans for the Site Approval ✓

Subdivision \_\_\_\_\_ as submitted by

SWAN ENG. for the building or subdivision of

RPA ASSOC. has been

reviewed by me and is approved \_\_\_\_\_,

disapproved ✓.

If disapproved, please list reason \_\_\_\_\_

DUE TO THE SIZE OF THIS PROJECT, AVAILABLE  
SEWER CAPACITY OF EXISTING SEWER LINES NEED  
TO BE DETERMINED

HIGHWAY SUPERINTENDENT \_\_\_\_\_ DATE \_\_\_\_\_

WATER SUPERINTENDENT \_\_\_\_\_ DATE \_\_\_\_\_

[Signature] 2/24/00  
SANITARY SUPERINTENDENT \_\_\_\_\_ DATE \_\_\_\_\_



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 99-18

DATE PLAN RECEIVED: RECEIVED JAN 7-00

RECEIVED

JAN 12 2000

N.W. HIGHWAY DEPT.

The maps and plans for the Site Approval \_\_\_\_\_  
Subdivision \_\_\_\_\_ as submitted by  
\_\_\_\_\_ for the building or subdivision of  
\_\_\_\_\_ has been  
reviewed by me and is approved \_\_\_\_\_,  
disapproved \_\_\_\_\_.

If disapproved, please list reason \_\_\_\_\_

*See Attached*

\_\_\_\_\_  
HIGHWAY SUPERINTENDENT DATE

\_\_\_\_\_  
WATER SUPERINTENDENT DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT DATE



# Town of New Windsor

555 Union Avenue  
New Windsor, New York 12553  
Telephone: (914) 564-6660  
Fax: (914) 565-5102

## Superintendent of Highways

Henry Kroll

TO: Myra Mason

FROM: Henry Kroll, Superintendent of Highways HK

DATE: January 13, 2000

SUBJECT: Planning Board Review

I have no objection of the Concept/Grading Plan at this stage. But I would like to review any additional submittals by the applicant.

If you have any questions or concerns, please do not hesitate to contact me.

HK/mvz

Cc: file



# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553



## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., ~~WATER~~, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 99-18

DATE PLAN RECEIVED: RECEIVED JAN 7-00

The maps and plans for the Site Approval \_\_\_\_\_

Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of  
RPA Assoc. has been

reviewed by me and is approved ✓,

~~disapproved~~ \_\_\_\_\_.

~~If disapproved, please list reason~~ \_\_\_\_\_

Water available -  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

HIGHWAY SUPERINTENDENT DATE

John D. D. - 1-12-00  
WATER SUPERINTENDENT DATE

SANITARY SUPERINTENDENT DATE

**INTER-OFFICE MEMORANDUM**

**TO: Town Planning Board**

**FROM: Town Fire Inspector**

**DATE: January 11, 2000**

**SUBJECT: RPA Assoc., LLC (Condominium Project)**

Planning Board Reference Number: PB-99-18

Dated: 7 January 2000

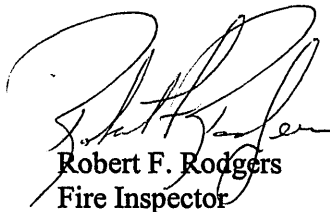
Fire Prevention Reference Number: FPS-00-2

A review of the above referenced subject plan was conducted on 10 January 2000, with the following being noted:

- 1] An emergency access road will be needed from the north westerly roadway of the complex, to Union Avenue.

The plan at this time is unacceptable.

Plans Dated: 4 January 2000; Revision 1



Robert F. Rodgers  
Fire Inspector

RFR/dh





McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF

New Windsor

P/B #

99-18

WORK SESSION DATE:

5 Jan 00

APPLICANT RESUB.  
REQUIRED:

REAPPEARANCE AT W/S REQUESTED:

PROJECT NAME:

LPA S/P

PROJECT STATUS:

NEW

X

OLD

REPRESENTATIVE PRESENT:

Cory Sharf/Town

MUNIC REPS PRESENT:

BLDG INSP.

FIRE INSP.

ENGINEER

PLANNER

P/B CHMN.

OTHER (Specify)

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- road must extend to rear parcel to give access
- ded offer @ mun. sub.
- will remain private until
- emergency access @ top. (gated, locked)
- \* - send greg S. resolution re det. facilities
- water disc tap off Rt 32/Union emer w
- sewer - serve single property - multiple ties possible.
- will ask for permission to

move mtg. up to cond.

lot from Comm.  
pbwsform 10MJE98

CLOSING STATUS

- Set for agenda
- possible agenda item
- Discussion item for agenda
- ZBA referral on agenda
- Approval Box ☺



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF

New Windsor

P/B #

99-18

WORK SESSION DATE:

7 July 99

APPLICANT RESUB.

REQUIRED:

REAPPEARANCE AT W/S REQUESTED:

Yes later

Yes later

PROJECT NAME:

RPA Site Plan

PROJECT STATUS: NEW

OLD

X

REPRESENTATIVE PRESENT:

Cory Shaw

MUNIC REPS PRESENT: BLDG INSP.

FIRE INSP.

ENGINEER

PLANNER

P/B CHMN.

OTHER (Specify)

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

Quick Discussion re  
Apartment use and  
concerns

CLOSING STATUS

Set for agenda

possible agenda item

Discussion item for agenda

ZBA referral on agenda

pbwsform 10MJE98



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 99-18

DATE PLAN RECEIVED: RECEIVED JUN 18 1999

The maps and plans for the Site Approval \_\_\_\_\_

Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of

RPA ASSOC. \_\_\_\_\_ has been

reviewed by me and is approved ☒ \_\_\_\_\_,

~~disapproved~~ \_\_\_\_\_.

If disapproved, please list reason \_\_\_\_\_

Source of water feed has been discussed -

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

HIGHWAY SUPERINTENDENT

DATE

John D. D'...  
WATER SUPERINTENDENT

6-21-99  
DATE

SANITARY SUPERINTENDENT

DATE



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: **99-18**

DATE PLAN RECEIVED: **RECEIVED JUN 1 8 1999**

**RECEIVED**

JUN 21 1999

N.W. HIGHWAY DEPT.

The maps and plans for the Site Approval ☒

Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of

\_\_\_\_\_ has been

reviewed by me and is approved ☒

disapproved ☐

If disapproved, please list reason \_\_\_\_\_

W. James Sullivan 6/21/99  
HIGHWAY SUPERINTENDENT DATE

\_\_\_\_\_  
WATER SUPERINTENDENT DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT DATE

**McGOEY, HAUSER and EDSALL**  
**CONSULTING ENGINEERS P.C.**

RICHARD D. McGOEY, P.E.  
WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.  
JAMES M. FARR, P.E.

- ☐ **Main Office**  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- ☐ **Branch Office**  
507 Broad Street  
Milford, Pennsylvania 18337  
(717) 296-2765

PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF

New Windsor

P/E

99-18

WORK SESSION DATE:

16 JUNE 1999

APPLICANT RESUB.  
REQUIRED: C

REAPPEARANCE AT W/S REQUESTED:

late

Full

PROJECT NAME:

LP<sup>A</sup> - S/A

PROJECT STATUS: NEW

X OLD

OLD

REPRESENTATIVE PRESENT:

Gresham, Dan

MUNIC REPS PRESENT: BLDG INSP.

FIRE INSP.

Rich

ENGINEER

X

PLANNER

P/B CHMN.

OTHER (Specify) \_\_\_\_\_

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- Mutter Family - Apt complex 170 units  
- 92 SFR.

= grading works: view easement.

- Sever - School line problematic - casement as

- is a connection an extension of sewer system

= water - possible new load

- drainage - oval ponds

\_\_\_\_\_

---

CLOSING STATUS

~~X~~ Set for agenda 15/12  
possible agenda item

pbwsform 10MJJE98

Licensed in New York, New Jersey and Pennsylvania

\_\_\_\_\_

CLOSING STATUS

- ~~X~~ Set for agenda 10/20/92  
possible agenda item  
Discussion item for agenda  
ZBA referral on agenda

pbwsform 10MJE98

R.P.A. S.P.

SITE PLAN FEES - TOWN OF NEW WINDSOR  
(INCLUDING SPECIAL PERMIT)

APPLICATION FEE:.....\$ 100.00

\* \* \* \* \*

ESCROW:

SITE PLANS (\$750.00 - \$2,000.00).....\$ \_\_\_\_\_

MULTI-FAMILY SITE PLANS:

40 UNITS @ \$100.00 PER UNIT (UP TO 40 UNITS)....\$ 4,000.00

130 UNITS @ \$25.00 PER UNIT (AFTER 40 UNITS).....\$ 3,250.00

TOTAL ESCROW PAID:.....\$ 7,250.00

\* \* \* \* \*

PLAN REVIEW FEE: (EXCEPT MULTI-FAMILY) \$ 100.00

PLAN REVIEW FEE (MULTI-FAMILY): A. \$100.00  
PLUS \$25.00/UNIT B. \_\_\_\_\_

TOTAL OF A & B:\$ \_\_\_\_\_

RECREATION FEE: (MULTI-FAMILY)

\$500.00 PER UNIT

\_\_\_\_\_ @ \$500.00 EA. EQUALS: \$ \_\_\_\_\_  
NUMBER OF UNITS

SITE IMPROVEMENT COST ESTIMATE: \$ \_\_\_\_\_

2% OF COST ESTIMATE \$ \_\_\_\_\_ EQUALS \$ \_\_\_\_\_

TOTAL ESCROW PAID:.....\$ \_\_\_\_\_

TO BE DEDUCTED FROM ESCROW: \_\_\_\_\_

RETURN TO APPLICANT: \$ \_\_\_\_\_

ADDITIONAL DUE: \$ \_\_\_\_\_



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553  
Telephone: (914) 563-4615  
Fax: (914) 563-4693

## PLANNING BOARD APPLICATION

### TYPE OF APPLICATION (check appropriate item):

Subdivision \_\_\_\_\_ Lot Line Change \_\_\_\_\_ Site Plan ☒ Special Permit \_\_\_\_\_

Tax Map Designation: Sec. 4 Block 2 Lot 21

1. Name of Project New <sup>Condominium</sup> Apartment Complex For RPA Associates, LLC

2. Owner of Record RPA Associates, LLC <sup>914-</sup> Phone 965-3990

Address: One Executive Blvd., Yonkers, N.Y. 10701  
(Street Name & Number) (Post Office) (State) (Zip)

3. Name of Applicant Same As Owner Phone \_\_\_\_\_

Address: \_\_\_\_\_  
(Street Name & Number) (Post Office) (State) (Zip)

4. Person Preparing Plan Gregory J. Shaw, P.E. Phone 561-3695

Address: 744 Broadway, Newburgh, N.Y. 12550  
(Street Name & Number) (Post Office) (State) (Zip)

5. Attorney \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_  
(Street Name & Number) (Post Office) (State) (Zip)

6. Person to be notified to appear at Planning Board meeting:

Gregory J. Shaw, P.E. 561-3695  
(Name) (Phone)

7. Project Location:

On the west side of Windsor Highway 650 feet  
(Direction) (Street) (No.)  
800 south of Union Avenue  
(Direction) (Street)

8. Project Data: Acreage 72.95 Zone PUD School Dist. Newburgh Enlarged

9. Is this property within an Agricultural District containing a farm operation or within 500 feet of a farm operation located in an Agricultural District? Yes \_\_\_\_\_ No x

\*This information can be verified in the Assessor's Office.

\*If you answer "yes" to question 9, please complete the attached "Agricultural Data Statement".

10. Description of Project: (Use, Size, Number of Lots, etc.) Construction of a 102  
unit apartment complex with associated amenities  
condeminium

11. Has the Zoning Board of Appeals Granted any Variances for this property? yes \_\_\_\_\_ no x

12. Has a Special Permit previously been granted for this property? yes x no \_\_\_\_\_

ACKNOWLEDGMENT:

IF THIS ACKNOWLEDGMENT IS COMPLETED BY ANYONE OTHER THAN THE PROPERTY OWNER, A SEPARATE NOTARIZED STATEMENT OR PROXY STATEMENT FROM THE OWNER MUST BE SUBMITTED, AT THE TIME OF APPLICATION, AUTHORIZING THIS APPLICATION.

STATE OF NEW YORK)

SS.:

COUNTY OF ORANGE)

THE UNDERSIGNED APPLICANT, BEING DULY SWORN, DEPOSES AND STATES THAT THE INFORMATION, STATEMENTS AND REPRESENTATIONS CONTAINED IN THIS APPLICATION AND SUPPORTING DOCUMENTS AND DRAWINGS ARE TRUE AND ACCURATE TO THE BEST OF HIS/HER KNOWLEDGE AND/OR BELIEF. THE APPLICANT FURTHER ACKNOWLEDGES RESPONSIBILITY TO THE TOWN FOR ALL FEES AND COSTS ASSOCIATED WITH THE REVIEW OF THIS APPLICATION.

SWORN BEFORE ME THIS:

16<sup>th</sup> DAY OF June 19 99

Gloria Shepherd  
NOTARY PUBLIC

GLORIA SHEPHERD  
Notary Public, State of New York  
No. 01SH6012575

Qualified in Westchester County  
Commission Expires August 31, 2000

TOWN USE ONLY  
RECEIVED JUN 1 8 1999

DATE APPLICATION RECEIVED

[Signature]  
APPLICANT'S SIGNATURE

THOMAS F. BERNHARDT  
Please Print Applicant's Name as Signed  
THOMAS

99-18  
APPLICATION NUMBER



**APPLICANT/OWNER PROXY STATEMENT**  
**(for professional representation)**

for submittal to the:  
TOWN OF NEW WINDSOR PLANNING BOARD

RPA Associates LLC it conducts business  
(OWNER) , deposes and says that ~~he~~ resides

at One Executive Blvd., Yonkers in the County of Westchester  
**(OWNER'S ADDRESS)**

and State of New York and that ~~he~~ <sup>it</sup> is the owner of property tax map

(Sec. 4 Block 2 Lot 21 ) (Portion Of)  
designation number (Sec.        Block        Lot        ) which is the premises described in

the foregoing application and that he authorizes:

(Applicant Name & Address, if different from owner)

Gregory J. Shaw, P.E.

**( Name & Address of Professional Representative of Owner and/or Applicant)**

to make the foregoing application as described therein.

Date: 6/16/99

Kathleen Doherty  
Witness' Signature

[Signature]  
Owner's Signature

[Signature]  
Applicant's Signature if different than owner

[Signature]  
Representative's Signature

**THIS FORM CANNOT BE WITNESSED BY THE PERSON OR  
REPRESENTATIVE OF THE COMPANY WHO IS BEING AUTHORIZED  
TO REPRESENT THE APPLICANT AND/OR OWNER AT THE MEETINGS.**

RECEIVED JUN 1 8 1999

99-18

# TOWN OF NEW WINDSOR PLANNING BOARD

## SITE PLAN CHECKLIST

### ITEM

1.     X     Site Plan Title
2.     X     Provide 4" wide X 2" high box directly above title block  
(preferably lower right corner) for use by Planning Board in  
affixing Stamp of Approval (ON ALL PAGES OF SP)
3.     X     Applicant's Name(s)
4.     X     Applicant's Address
5.     X     Site Plan Preparer's Name
6.     X     Site Plan Preparer's Address
7.     X     Drawing Date
8.     X     Revision Dates
9.     X     Area Map Inset and Site Designation
10.     \*     Properties within 500' of site
11.     \*     Property Owners (Item #10)
12.     X     Plot Plan
13.     X     Scale (1" = 50' or lesser)
14.     X     Metes and Bounds
15.     X     Zoning Designation
16.     X     North Arrow
17.     X     Abutting Property Owners
18.     X     Existing Building Locations
19.     X     Existing Paved Areas
20.     X     Existing Vegetation
21.     X     Existing Access & Egress

\* Denotes to be provided at  
a later date.

## PROPOSED IMPROVEMENTS

- 22.     \*     \_\_\_\_\_ Landscaping
- 23.     \*     \_\_\_\_\_ Exterior Lighting
- 24.     \*     \_\_\_\_\_ Screening
- 25.     X     \_\_\_\_\_ Access & Egress
- 26.     X     \_\_\_\_\_ Parking Areas
- 27.     NA     \_\_\_\_\_ Loading Areas
- 28.     \*     \_\_\_\_\_ Paving Details (Items 25 - 27)
- 29.     \*     \_\_\_\_\_ Curbing Locations
- 30.     \*     \_\_\_\_\_ Curbing through section
- 31.     \*     \_\_\_\_\_ Catch Basin Locations
- 32.     \*     \_\_\_\_\_ Catch Basin Through Section
- 33.     \*     \_\_\_\_\_ Storm Drainage
- 34.     X     \_\_\_\_\_ Refuse Storage
- 35.     NA     \_\_\_\_\_ Other Outdoor Storage
- 36.     \*     \_\_\_\_\_ Water Supply
- 37.     \*     \_\_\_\_\_ Sanitary Disposal System
- 38.     \*     \_\_\_\_\_ Fire Hydrants
- 39.     X     \_\_\_\_\_ Building Locations
- 40.     \*     \_\_\_\_\_ Building Setbacks
- 41.     \*     \_\_\_\_\_ Front Building Elevations
- 42.     \*     \_\_\_\_\_ Divisions of Occupancy
- 43.     \*     \_\_\_\_\_ Sign Details
- 44.     \*     \_\_\_\_\_ Bulk Table Inset
- 45.     X     \_\_\_\_\_ Property Area (Nearest 100 sq. ft.)
- 46.     \*     \_\_\_\_\_ Building Coverage (sq. ft.)
- 47.     \*     \_\_\_\_\_ Building Coverage (% of total area)
- 48.     \*     \_\_\_\_\_ Pavement Coverage (sq. ft.)
- 49.     \*     \_\_\_\_\_ Pavement Coverage (% of total area)
- 50.     \*     \_\_\_\_\_ Open Space (sq. ft.)
- 51.     \*     \_\_\_\_\_ Open Space (% of total area)
- 52.     X     \_\_\_\_\_ No. of parking spaces proposed
- 53.     \*     \_\_\_\_\_ No. of parking spaces required

REFERRING TO QUESTION 9 ON THE APPLICATION FORM, "IS THIS PROPERTY WITHIN AN AGRICULTURAL DISTRICT CONTAINING A FARM OPERATION OR WITHIN 500 FEET OF A FARM OPERATION LOCATED IN AN AGRICULTURAL DISTRICT, PLEASE NOTE THE FOLLOWING:

54. XNA Referral to Orange County Planning Dept. is required for all applicants filing AD Statement.
55. NA A disclosure Statement, in the form set below, must be inscribed on all subdivision maps prior to the affixing of a stamp of approval, whether or not the Planning Board specifically requires such a statement as a condition of approval.

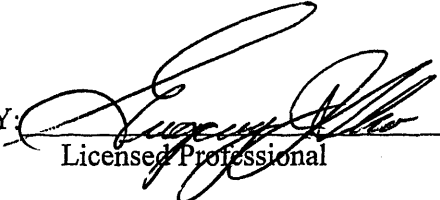
"Prior to the sale, lease, purchase, or exchange of property on this site which is wholly or partially within or immediately adjacent to or within 500 feet of a farm operation, the purchaser or leaser shall be notified of such farm operation with a copy of the following notification.

It is the policy of this State and this community to conserve, protect and encourage the development and improvement of agricultural land for the production of food, and other products, and also for its natural and ecological value. This notice is to inform prospective residents that the property they are about to acquire lies partially or wholly within an agricultural district or within 500 feet of such a district and that farming activities occur within the district. Such farming activities may include, but not be limited to, activities that cause noise, dust and odors.

This list is provided as a guide only and is for the convenience of the Applicant. The Town of New Windsor Planning Board may require additional notes or revisions prior to granting approval.

**PREPARER'S ACKNOWLEDGMENT:**

THE PLAT FOR THE PROPOSED SITE PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THIS CHECKLIST AND THE TOWN OF NEW WINDSOR ORDINANCES, TO THE BEST OF MY KNOWLEDGE.

BY:  6/17/99  
Licensed Professional Date

# JOHN COLLINS ENGINEERS, P.C.

TRAFFIC • TRANSPORTATION ENGINEERS

11 BRADHURST AVENUE • HAWTHORNE, N.Y. • 10532 • (914) 347-7500 • FAX (914) 347-7266

June 19, 1998

*Seperated*  
*5/6/99*

Mr. Thomas F. Perna  
AVR Realty Company  
1 Executive Boulevard  
Yonkers, New York 10701

Re: Proposed Mixed Use Development  
Route 32/Union Avenue  
Town of New Windsor, NY

Dear Mr. Perna:

We have completed our traffic analysis of the proposed mixed use development to be constructed in the southwest quadrant of the intersection of the New York State 32 and Union Avenue (see Figure 1 enclosed). The site retail and residential components will have access primarily from Route 32. However, additional access for the development will be provided from Union Avenue.

The proposed mixed use development is to consist of:

- 59,550 s.f. of general retail
- 4,500 s.f. bank
- 4,875 s.f. restaurant (high turnover)
- 10,125 s.f. supermarket

The residential component will consist of:

- 47 single family units
- 161 condominium units

A. Existing Traffic Conditions (Figures No. 2, 3 & 4)

In order to document the existing traffic volumes in the vicinity of the site, representatives of John Collins Engineers, P.C. collected turning movement traffic counts at the intersection of NYS Route 32 and Union Avenue as well as at the intersection of NYS Route 32 and Wall Place. Traffic counts were recorded for each of the AM,, PM and Saturday Peak Hour periods. The counts were collected during June of 1997. These traffic volumes were compared with available historical data from the New York State Department of Transportation (NYSDOT). Based upon a review of the information, the existing turning movement counts for this intersection were determined and are shown on the attached above-mentioned figures for each of the peak hours.

B. 2000 Projected No-Build Traffic Volumes (Figures No. 5, 6 & 7)

In order to account for an increase in traffic because of background growth the 1997 Existing Traffic Volumes were projected to a Design Year 2000 using a background growth of 2% per year. This growth factor is based upon information contained in the files of NYSDOT. The resulting 2000 No-Build Traffic Volumes are shown on Figures No. 5, 6 and 7.

C. Site Generated Traffic (Table No. 1)

Utilizing information published by the Institute of Transportation Engineers together with data contained within our files, we prepared an estimate of the site generated traffic for each of the proposed uses within the development. On Table No. 1 is summarized the traffic volumes for the AM Peak Highway Hour, PM Peak Highway Hour and Saturday Peak Highway Hour. It should be noted, that for the shopping center portion a 40% bypass credit could be utilized. However, we have assumed a credit of only 25%, a conservative approach. Additionally, we have also assumed an interplay of 15%

percent. This interplay factor represents the traffic that would be generated from within the development itself among the various uses.

D. Arrival and Departure Distributions (Figures No. 8 & 9)

The site generated traffic volumes were added to the site driveways and the adjacent intersections based upon distribution patterns developed according to the existing and expected future traffic patterns for access to the site. The arrival/departure distributions are shown on the attached Figures No. 8 and 9. The site generated traffic volumes identified in Table No. 1 were then distributed on the network according to these patterns. The distributed site generated traffic volumes are shown on Figures 10, 11 and 12 for each of the peak hours under review.

E. 2000 Build Traffic Volumes (Figures No. 13, 14 and 15)

The site generated traffic volumes were added to the 2000 No-Build Traffic Volumes to obtain the 2000 Build Volumes. These combined traffic volumes are shown on the above referenced figures for each of the peak hours under review. These volumes represent full build-out and occupancy of the development.

F. Description of Analyses

In order to determine the existing and future traffic operating conditions it was necessary to perform intersection capacity analysis.

- Signalized Intersection Capacity Analysis

The capacity analyses of signalized intersections were performed in accordance with the procedures described in the 1994 Update of the Highway Capacity Manual published by the Transportation Research Board. The terminology

used in identifying traffic flow conditions is Level of Service, with a Level of Service "A" representing the best condition and a Level of Service "F", the worst condition. In between, a Level of Service "C" is generally used as the design standard. A Level of Service "D" is not unexpected during peak periods. Level of Service "E" represents operation at or near capacity. In order to identify an intersection's "Level of Service" the average amount of vehicular delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis

The unsignalized intersection analysis method utilized in this report was also performed in accordance with the procedures described in the 1985 Highway Capacity Manual updated in 1994. The procedure is based upon the utilization of gaps in the major traffic stream and it computes a level of service based upon the average vehicle delay of each key movement at the intersection. On roadways such as those in the vicinity of the site, it can normally be expected that the uncontrolled major street traffic will exhibit favorable operating conditions, while the side street traffic may experience delays during peak periods when turning left or crossing the major traffic stream. Please note to account for school bus traffic in the area, a 6 percent heavy vehicle factor has been used in the analysis.

Additional information concerning Levels of Service at signalized and unsignalized intersections can be found in Appendix "D".



G. Results of Analysis (Table No. 2)

Utilizing the procedures described above, capacity analyses were conducted at each of the above referenced intersections for the Existing, No-Build and Build conditions. The result of the analyses presented in Table No. 2 are discussed below.

1. NYS Route 32 and Union Avenue

Each of the intersection approaches to this location is furnished with a separate left turn lane and one through and right turn lane. Under the 1997 Existing Traffic Volume condition this location operates at a Level of Service "C" during the AM Peak Hour, PM Peak Hour and Saturday Peak Hour.

This intersection under the 2000 No-Build condition will continue to operate at a Level of Service "C" during the AM Peak Hour, PM Peak Hour and Saturday Peak Hour.

Under the 2000 Build condition this intersection's Level of Service is expected to be a "C" during the AM Peak Hour, PM Peak Hour and Saturday Peak Hour. These future levels are service a predicated upon improvements being made at this location. Improvements contemplated include the development of a separate right turn lane on the Union Avenue eastbound approach at this location. Furthermore, modifications to signal timing and phasing will be required.

2. NYS Route 32 and Site Driveway/Wall Place

Currently, this intersection consists of one lane on each of the Route 32 approaches. The Wall Place approach also consists of a single lane. Unsignalized intersection capacity analysis at this location indicates that under the 1997 Existing condition this location operates at a Level of Service "C" or better during the AM, PM and Saturday Peak Hours.

Under the 2000 No-Build condition the Levels of Service will be unchanged with a Level of Service "C" or better being experienced during each of the peak hours reviewed.

Under the 2000 Build condition, with the addition of the site driveway approach, this location will experience a reduction in Level of Service. The driveway approach will operate at a Level of Service "B" during the AM Peak but exceed capacity during the PM Peak Hour and Saturday Peak Hour.

These Levels of Service were based upon the Route 32 northbound approach having been widened to contain one left turn lane and one through/right turn lane, the southbound approach of Route 32 is proposed to contain one left turn lane, one through lane and one separate right turn lane. Furthermore, it is anticipated that the site driveway approach to Route 32 will contain one through/left turn lane and one separate right turn lane. Wall Place will continue to operate with a single lane for left, through and right turns.

Based upon the suggested geometry intersection capacity analysis was performed assuming traffic signal installation. Based upon the suggested geometrics with signalization the intersection will operate at a Level of Service "B" during each of the AM, PM and Saturday Peak Hours.

3. Union Avenue and Residential Site Driveway

At this location Union Avenue is proposed to contain one through/right turn lane on the eastbound approach and one through/left turn lane on the westbound approach. The site driveway will contain one lane for right and left turns. The unsignalized intersection capacity analysis was conducted for each of the peak hours under the 2000 Build condition. Results of these analyses indicate that the Level of Service the Union Avenue westbound approach will be "A" during each of

the peak hours identified above. The driveway approach will operate at a Level of Service "D" during the PM Peak Hour and a Level of Service "C" during the AM Peak and Saturday Peak Hours.

4. Union Avenue and Retail Site Driveway

This access is to be constructed as a right turn in/right turn out access to the retail portion of the development. Union Avenue will contain one lane in eastbound and westbound directions. The driveway will contain one lane for right turn exiting movements.

Unsignalized intersection capacity analysis conducted at this location indicate that the northbound right turn from this site driveway onto Union Avenue eastbound will operate at a Level of Service "B" during each of the AM, PM and Saturday Peak Hours.

A summary of the Levels of Service are shown on Table No. 2 in Appendix "C" of this report.

H. Summary and Conclusion

Based upon the above intersection evaluations it is the considered professional opinion of John Collins Engineers, P.C. that this site, when developed with a mix of commercial and residential uses, will have little or no impact on the area intersections assuming the following improvements:

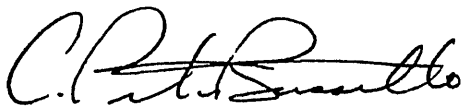
- The intersection of Route 32 and Union Avenue will require the addition of a separate right turn lane on Union Avenue approach to the intersection. Traffic signal phasing and timing modifications will be required.

- The Route 32 northbound approach at the intersection of the main access drive should be widened to provide a separate left turn lane and one through/right turn lane. The Route 32 southbound approach should consist of one separate right turn lane, one through lane and one separate left turn lane. The site driveway approach should contain one through/left turn lane and one separate right turn lane. A traffic signal will be required at this location.
- It is our understanding that, at some point in previous evaluations, a separate right turn deceleration lane was recommended to be provided to the retail driveway at Union Avenue. We concur with this former recommendation. No additional improvements along Union Avenue will be necessary.

With the changes as suggested in place, safe and efficient travel can be provided for the general public as well as for residents and patrons of the development.

If you have any questions on the attached, please do not hesitate to contact me.

Very truly yours,  
JOHN COLLINS ENGINEERS, P.C.

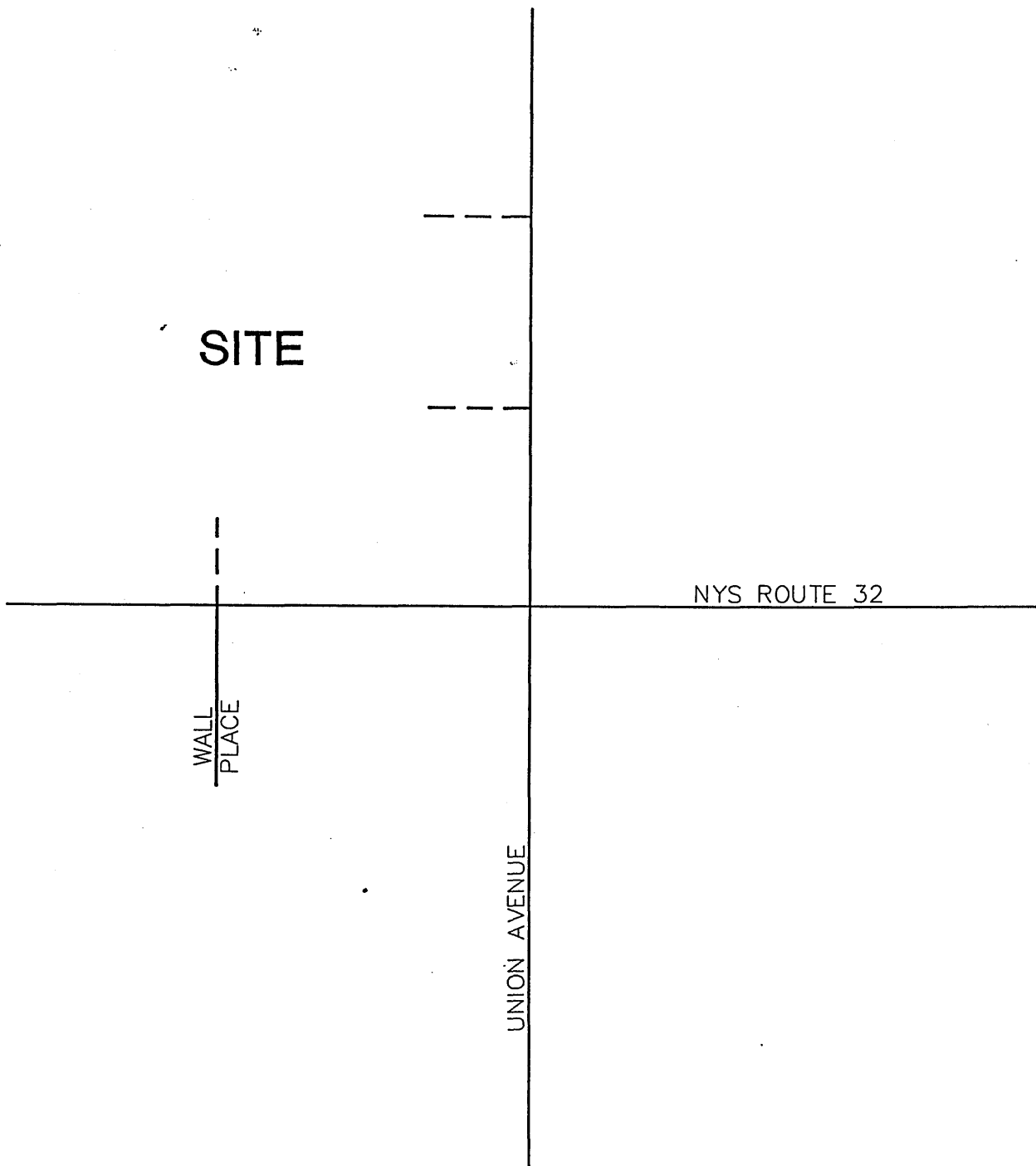
A handwritten signature in dark ink, appearing to read "A. Peter Russillo". The signature is fluid and cursive, with the first name "A." and last name "Russillo" clearly distinguishable.

A. Peter Russillo, P.E.

D.951.ltrep  
Attachments

APPENDIX "A"

FIGURES



951BASE3.DWG

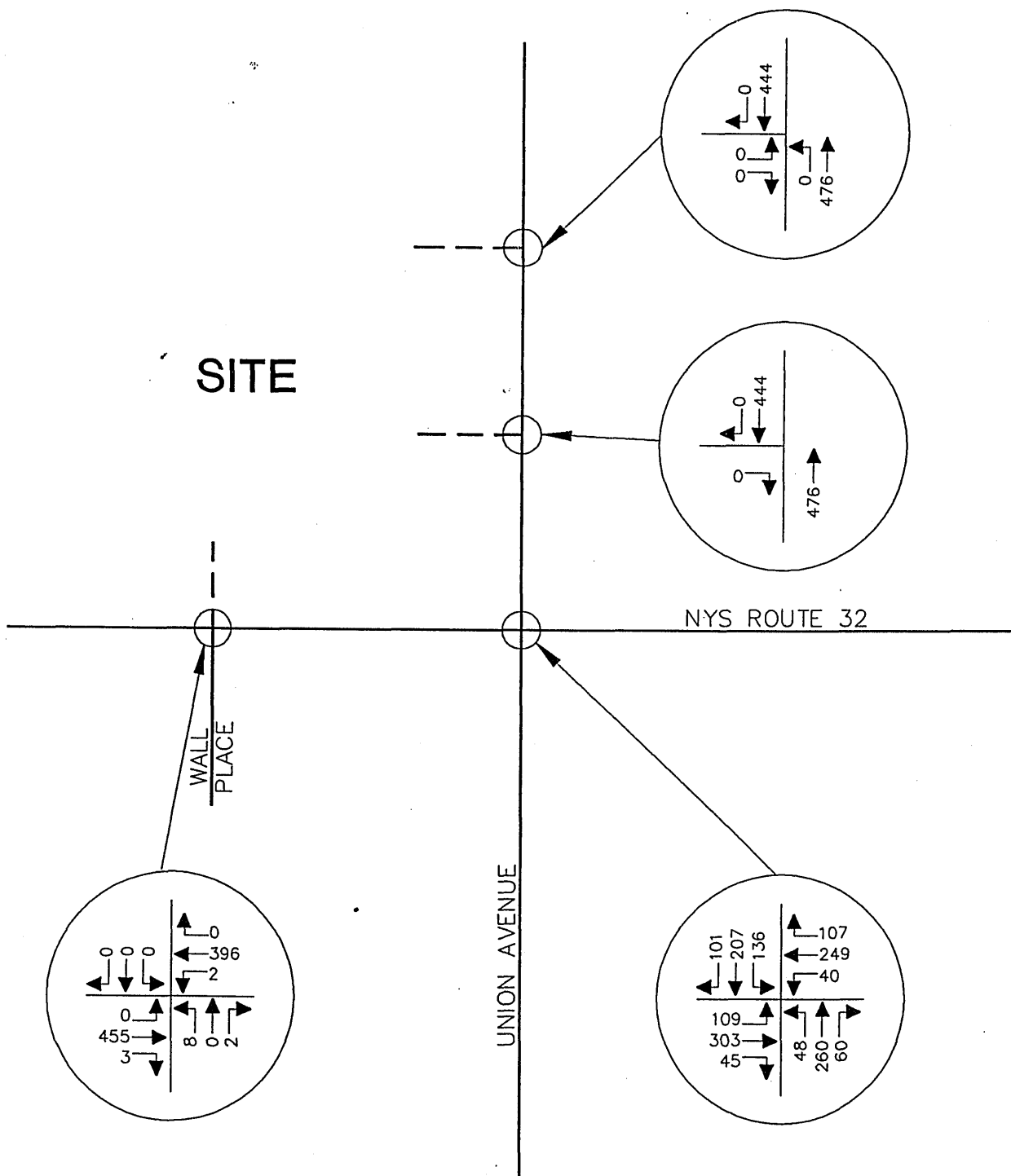
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**SITE LOCATION MAP**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE , NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 1**



951BASE3.DWG

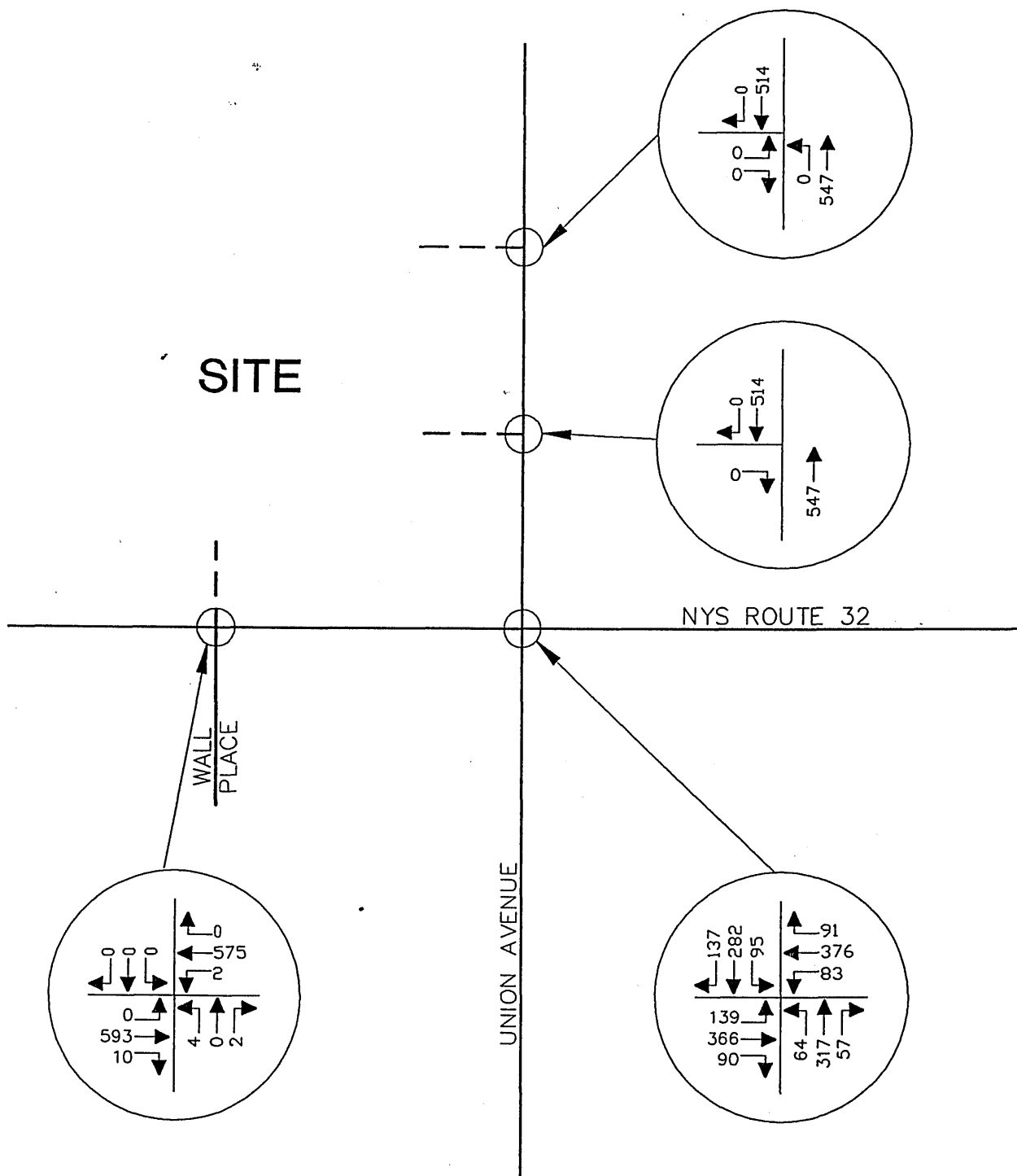
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**1997 EXISTING TRAFFIC VOLUMES  
PEAK AM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE JUN, 1998 FIG. NO. 2**

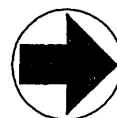


SITE

WALL PLACE

NYS ROUTE 32

UNION AVENUE



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

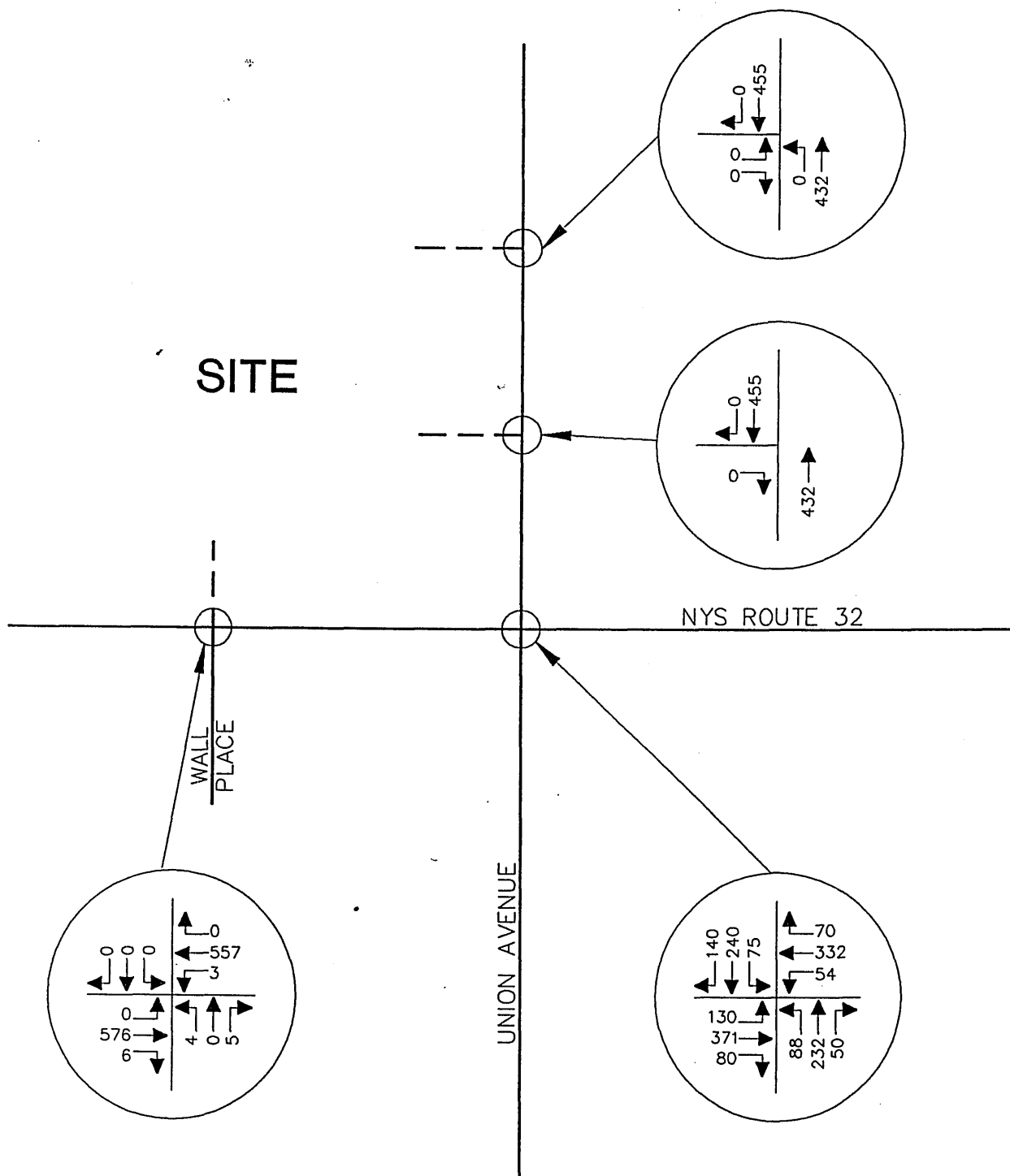
MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

1997 EXISTING TRAFFIC VOLUMES  
PEAK PM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 3





951BASE3.DWG

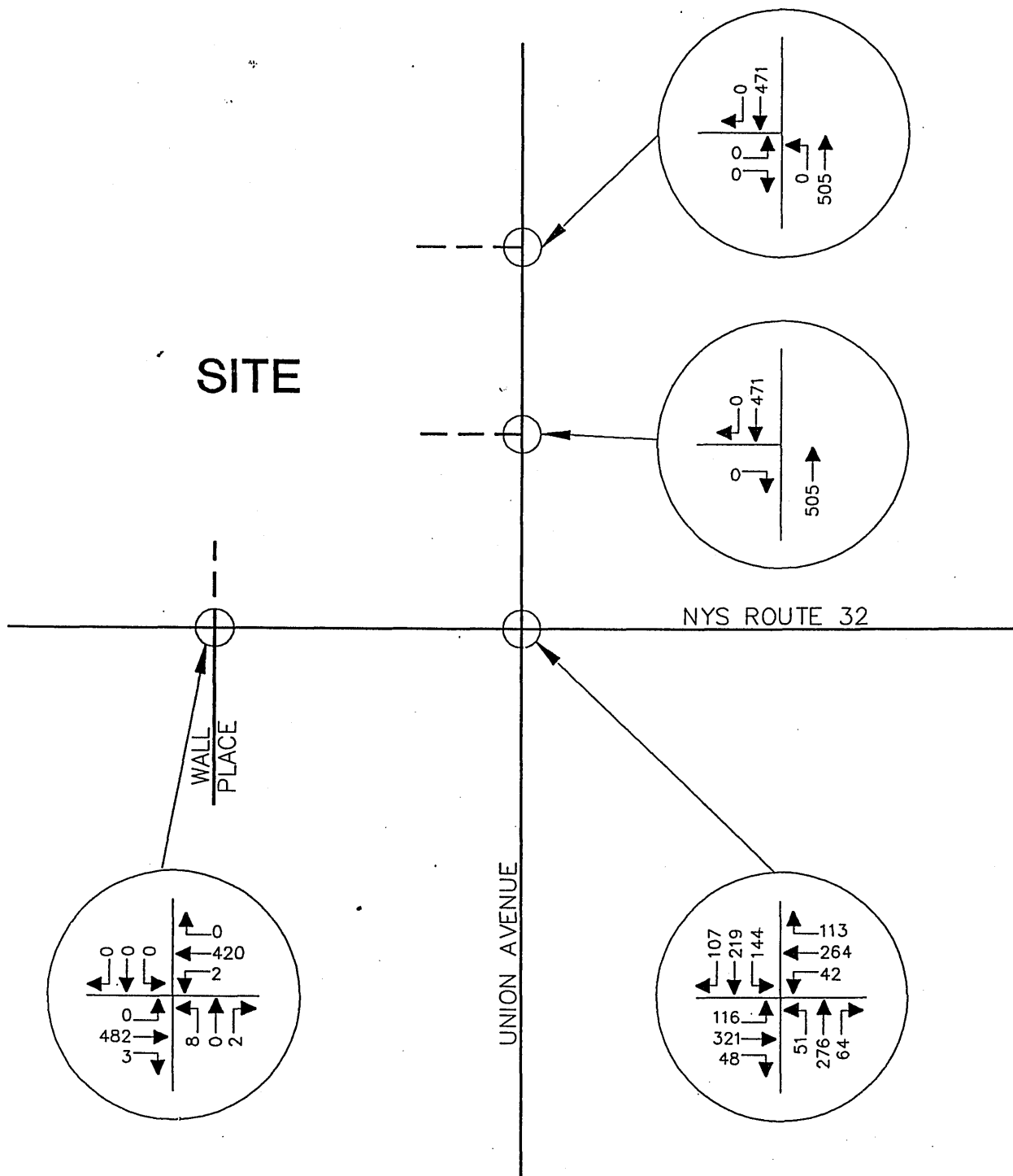
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**1997 EXISTING TRAFFIC VOLUMES  
PEAK SATURDAY HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 4**



951BASE3.DWG

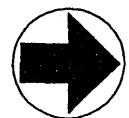
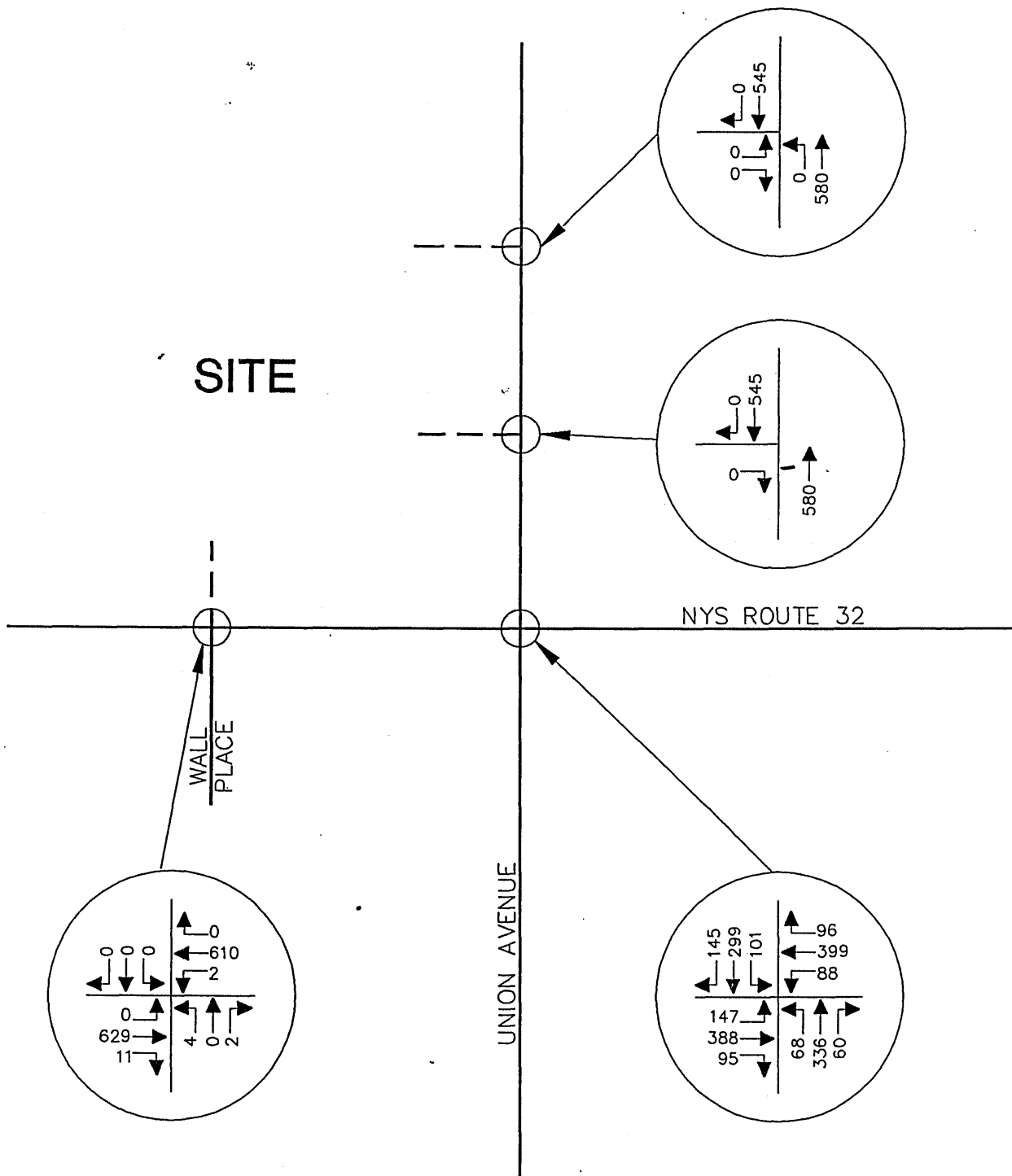
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**2000 NO-BUILD TRAFFIC VOLUMES  
PEAK AM HOUR**

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE JUN, 1998 FIG. NO. 5



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

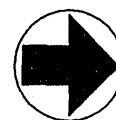
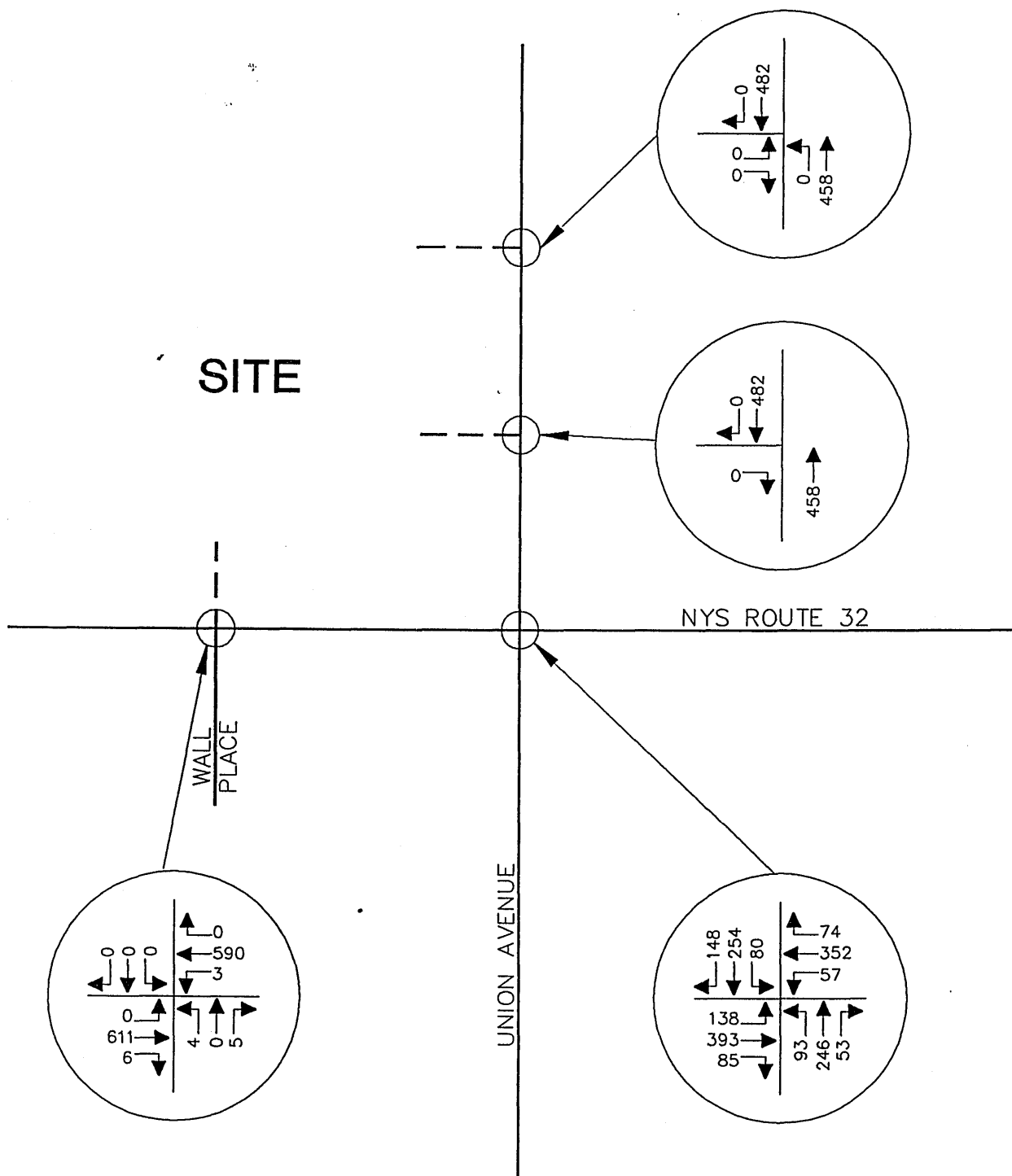
**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**2000 NO-BUILD TRAFFIC VOLUMES  
PEAK PM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 6**

SITE



951BASE3.DWG

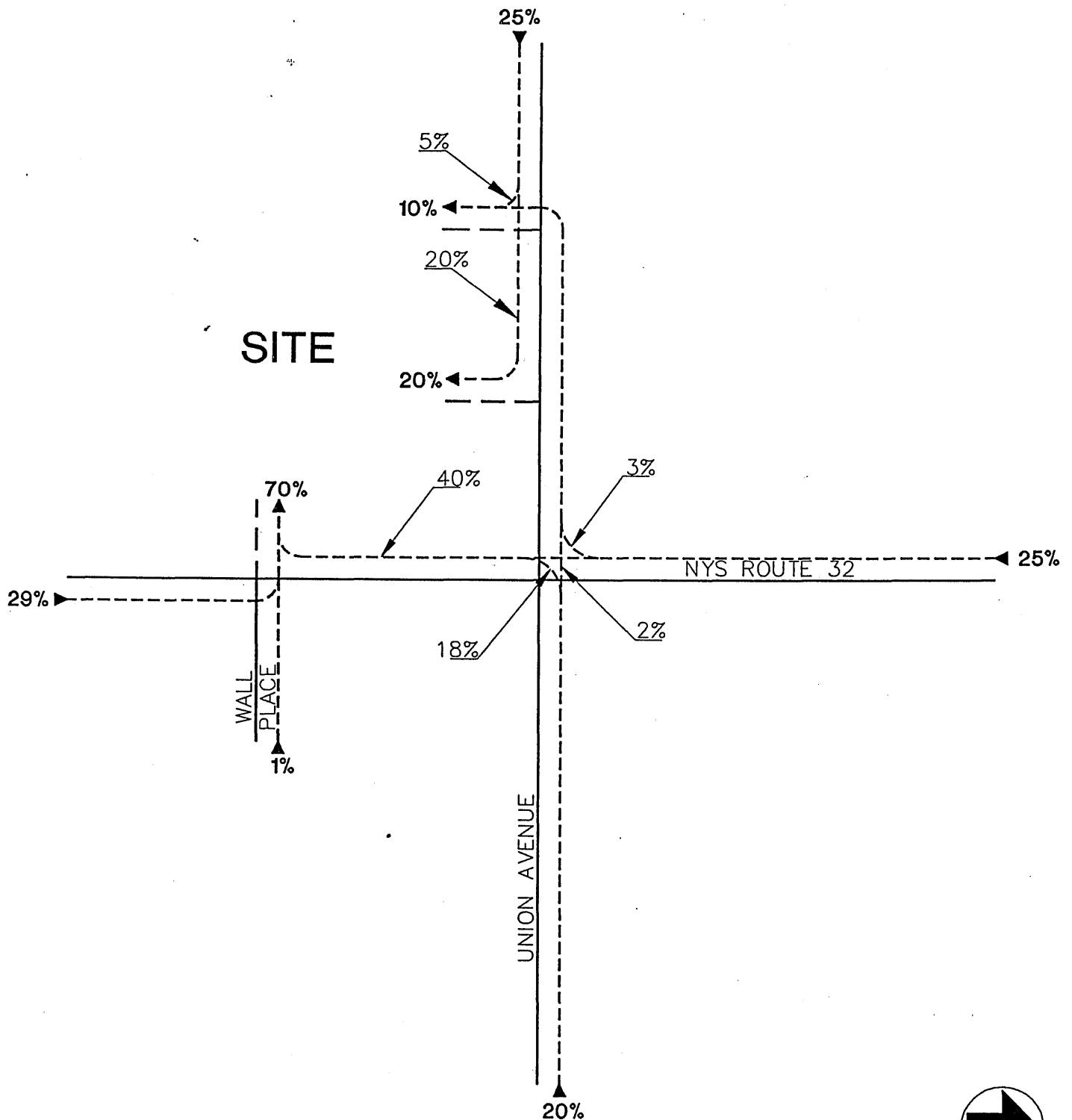
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

2000 NO-BUILD TRAFFIC VOLUMES  
PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.  
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PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 7



951BASE3.DWG

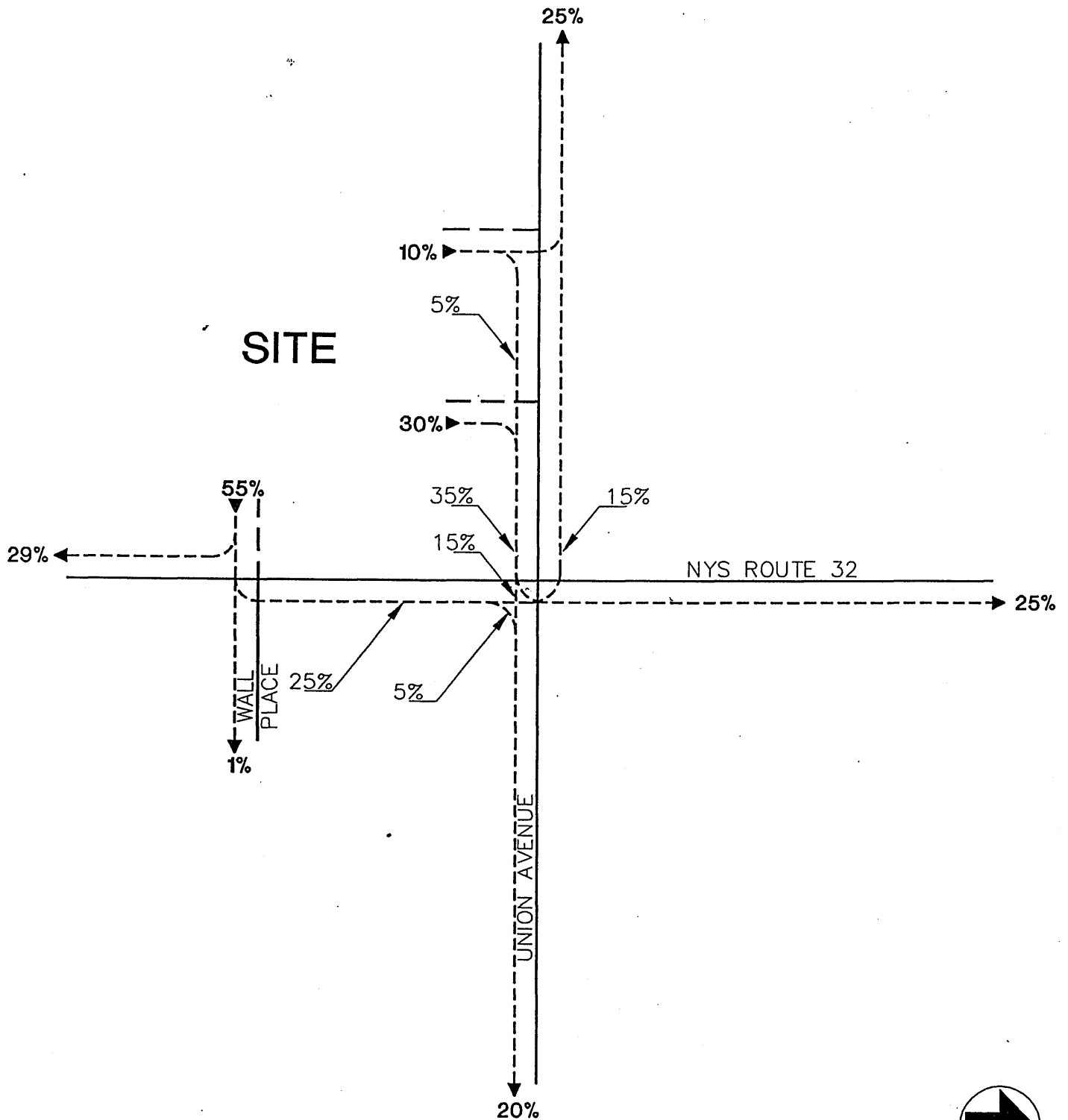
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

ARRIVAL DISTRIBUTION

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PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 8



951BASE3.DWG

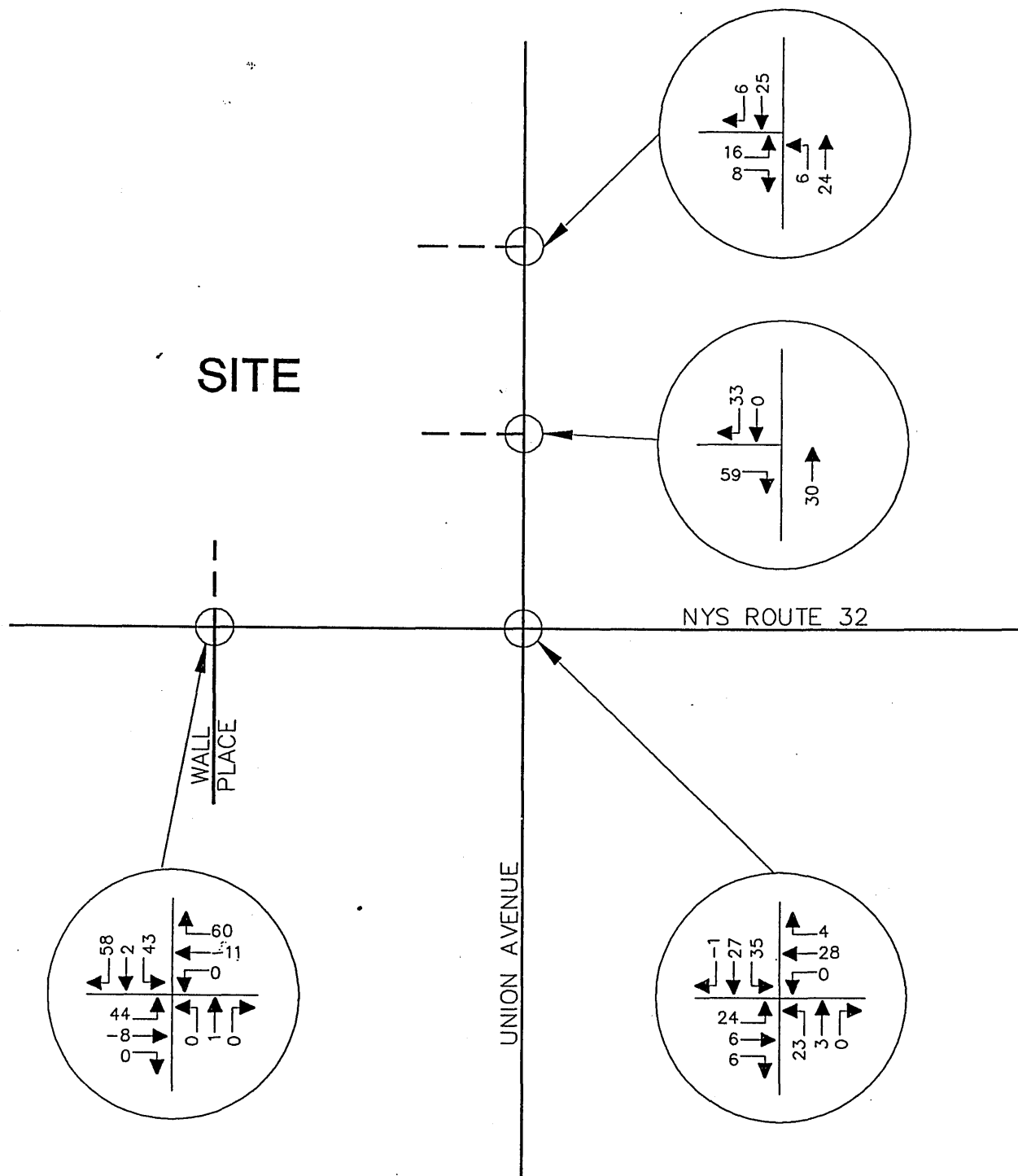
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

DEPARTURE DISTRIBUTION

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PROJECT NO. 951 DATE JUN, 1998 FIG. NO. 9



951BASE3.DWG

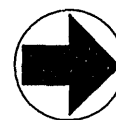
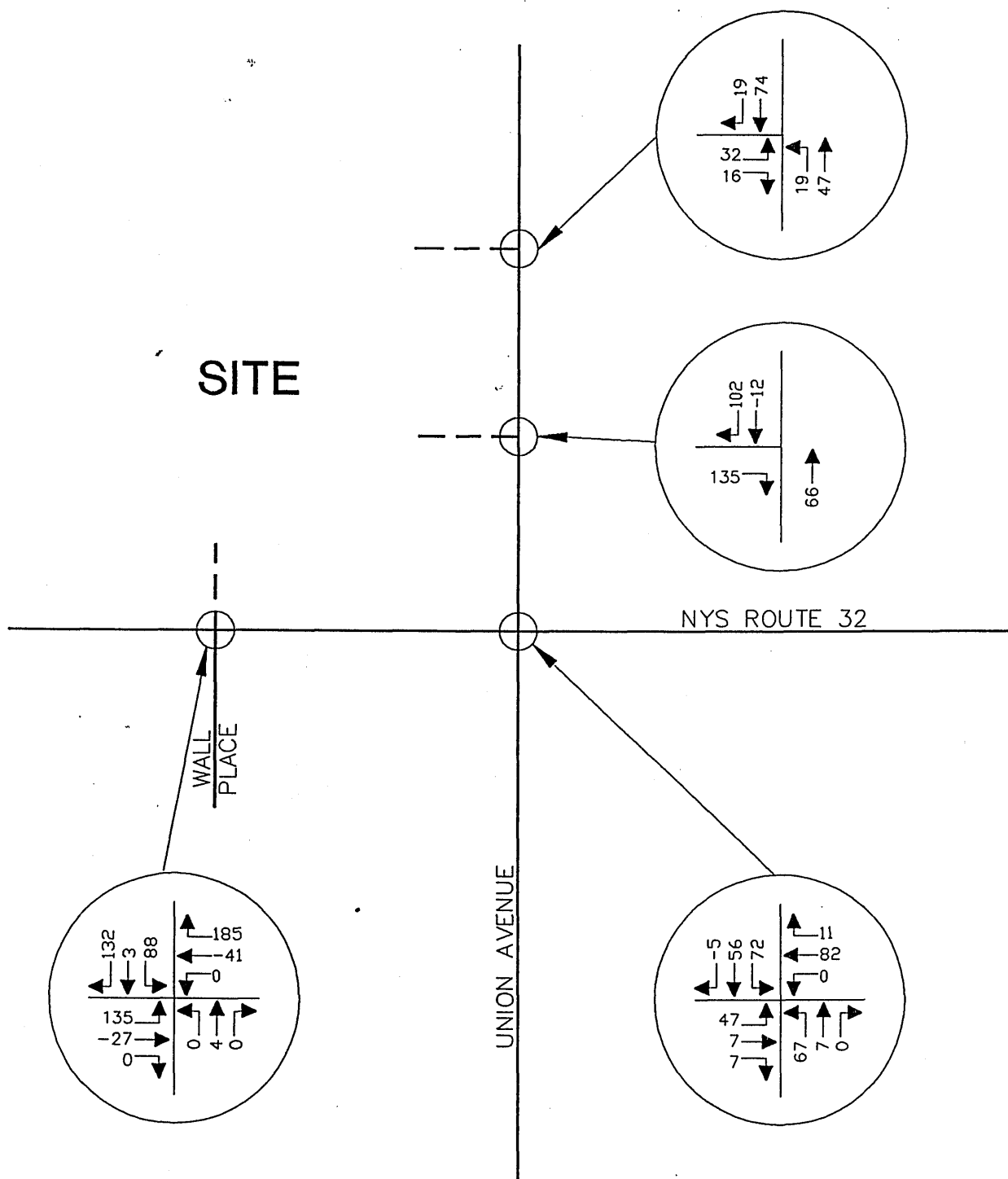
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**SITE GENERATED TRAFFIC VOLUMES  
PEAK AM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
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**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 10**



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

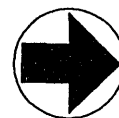
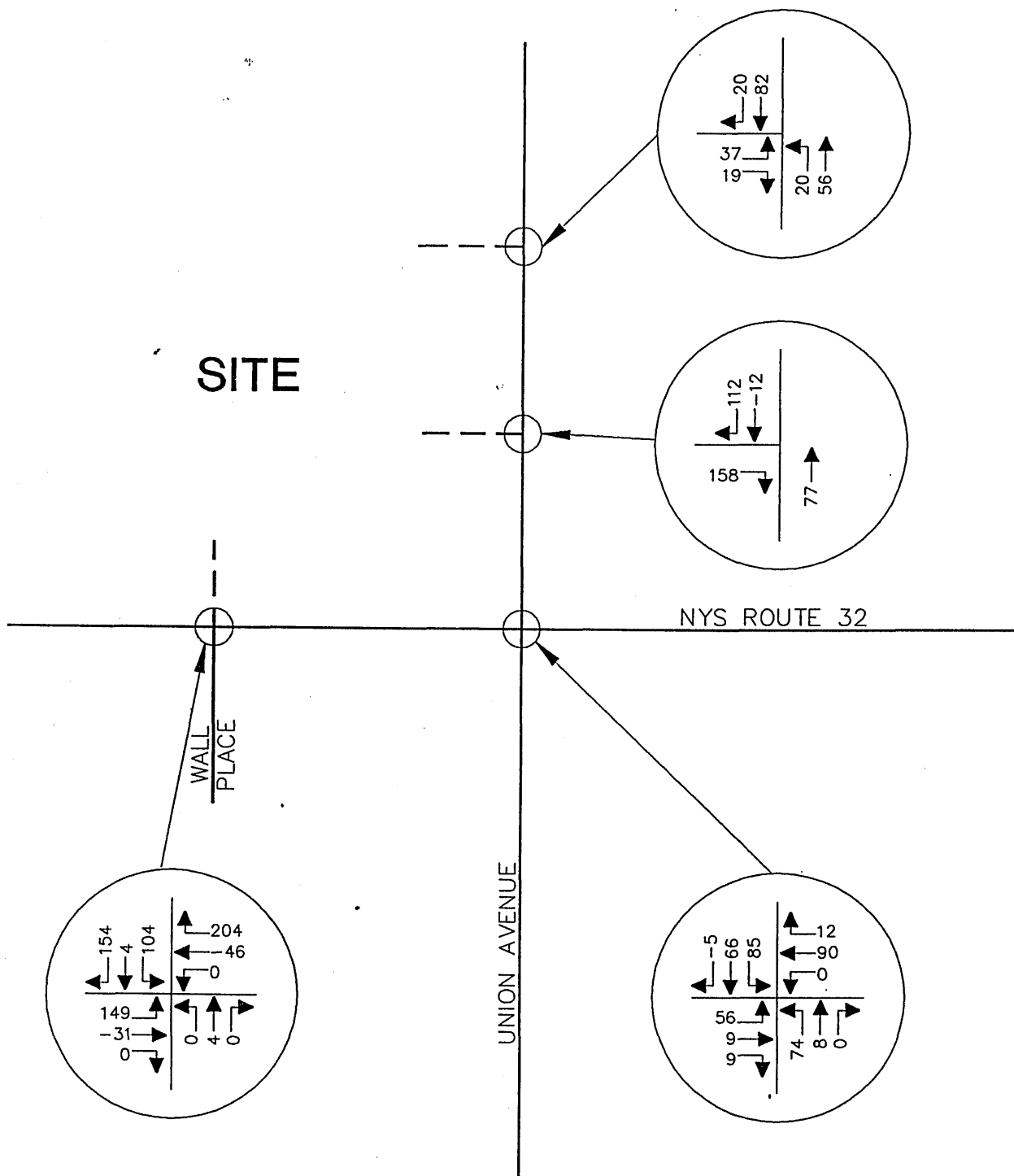
**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**SITE GENERATED TRAFFIC VOLUMES  
PEAK PM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
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**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 11**





951BASE3.DWG

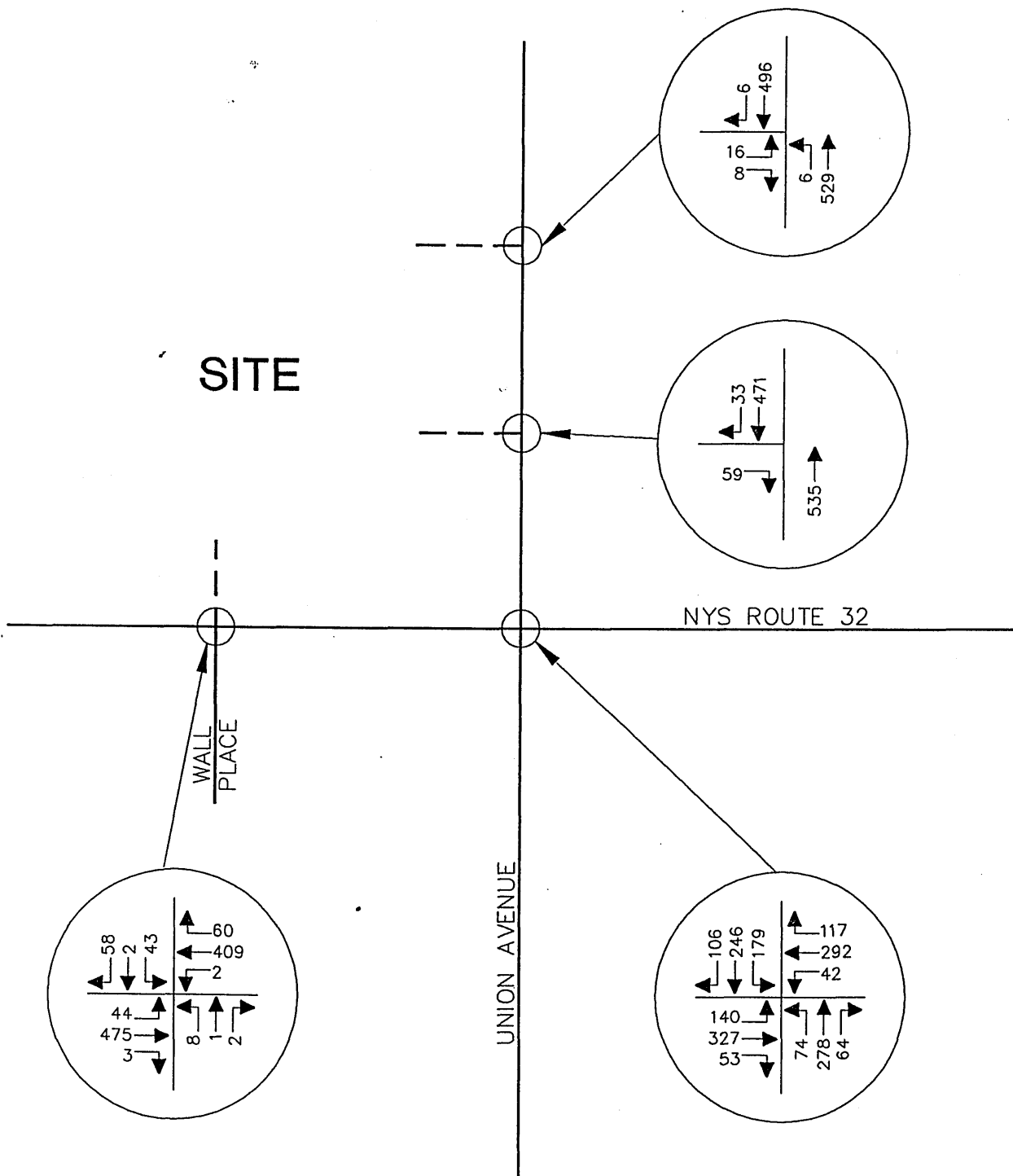
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**SITE GENERATED TRAFFIC VOLUMES  
PEAK SATURDAY HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 12**



951BASE3.DWG

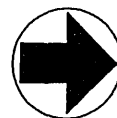
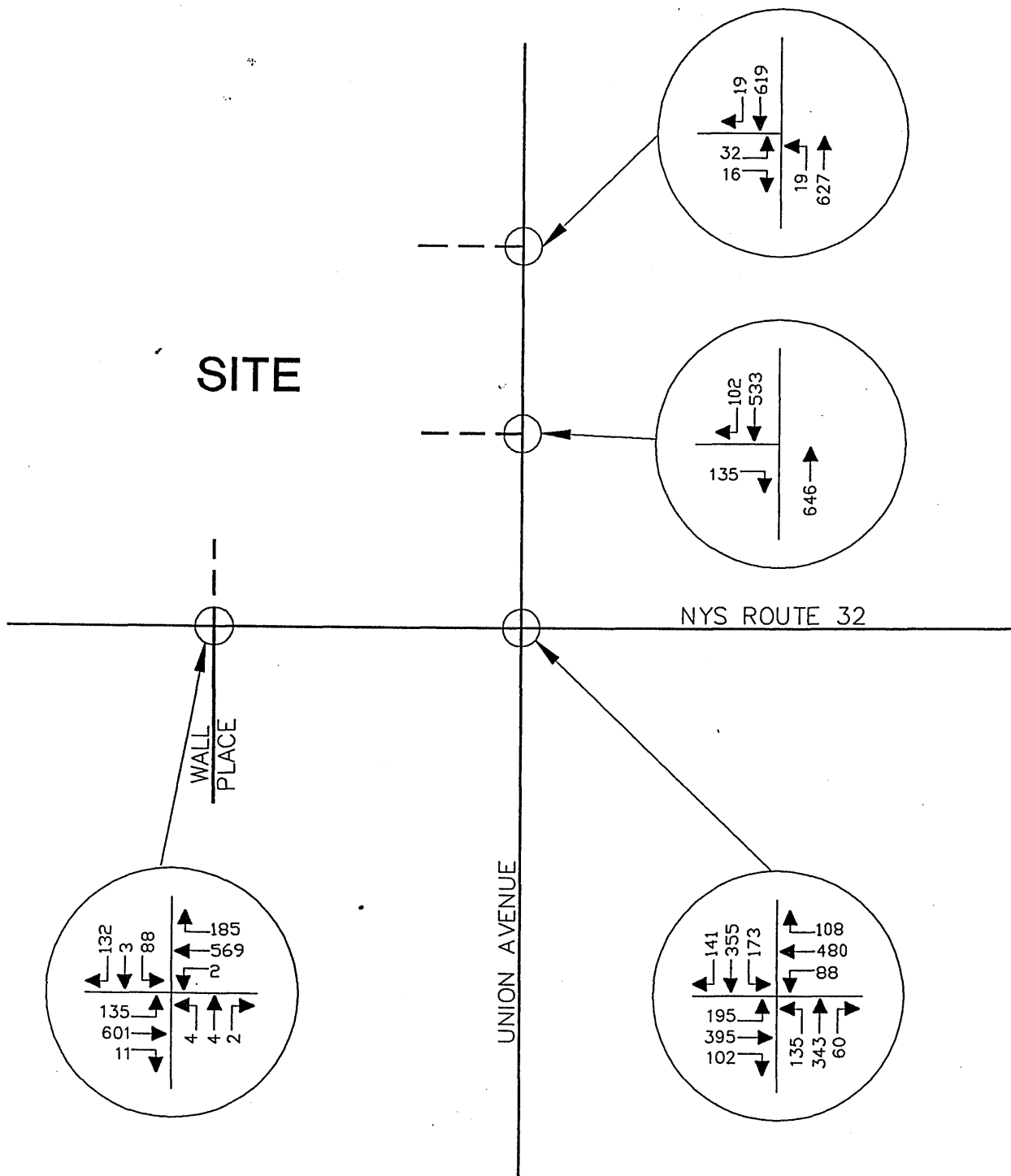
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**2000 BUILD TRAFFIC VOLUMES  
PEAK AM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 13**



951BASE3.DWG

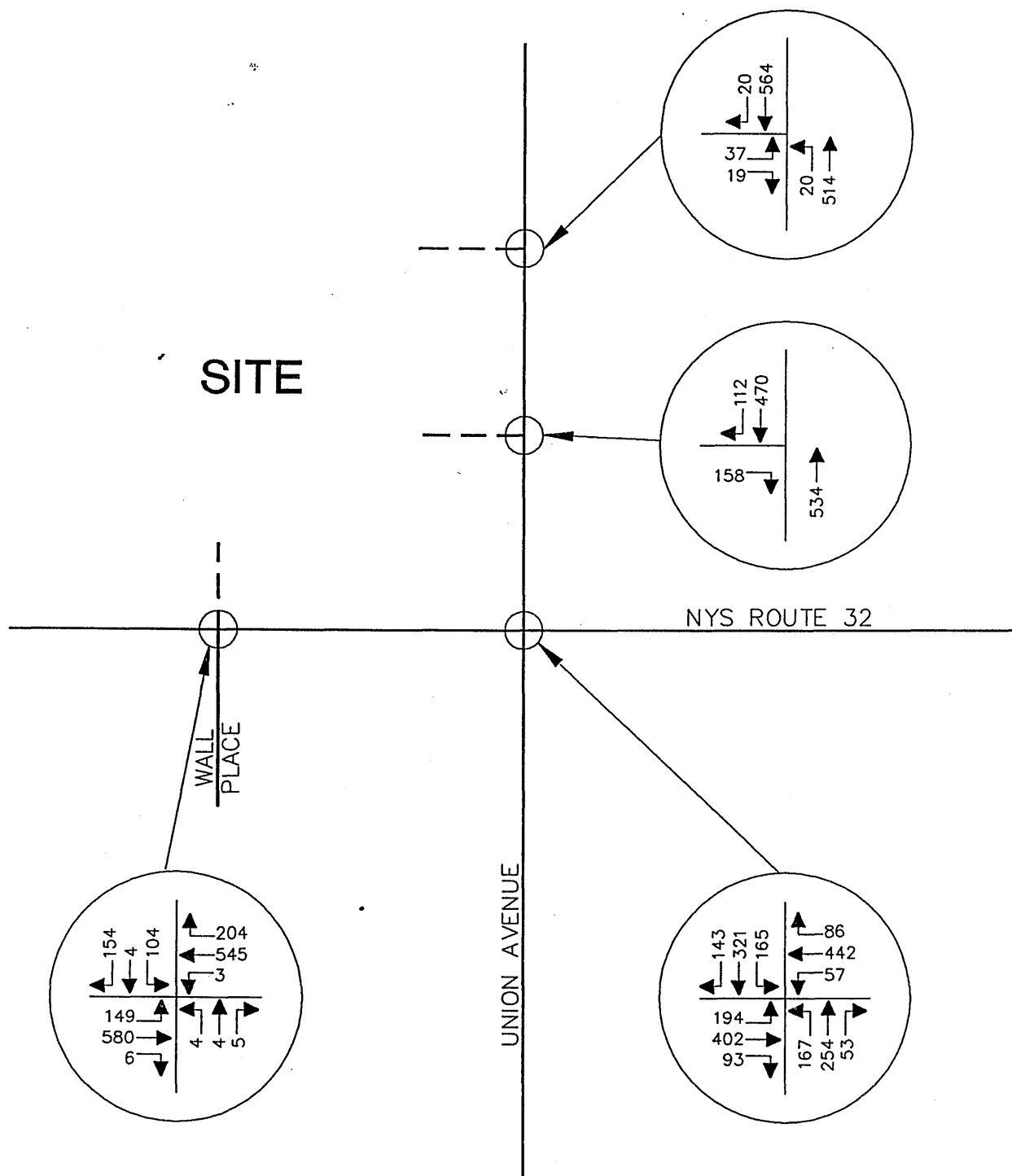
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**2000 BUILD TRAFFIC VOLUMES  
PEAK PM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 14**



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**2000 BUILD TRAFFIC VOLUMES  
PEAK SATURDAY HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 15**

APPENDIX "B"

TABLES

TABLE NO. 1

HOURLY TRIP GENERATION RATES (HTGR) AND  
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES (ASGTV)

| MIXED USE DEVELOPMENT                                      | ENTRY |       |       |         |     | EXIT  |       |       |         |     |
|------------------------------------------------------------|-------|-------|-------|---------|-----|-------|-------|-------|---------|-----|
|                                                            | HTGR  | ASGTV | INTPL | PASS-BY | NEW | HTGR  | ASGTV | INTPL | PASS-BY | NEW |
| RETAIL - 59,550 SF<br>(LAND USE CODE 820)                  |       |       |       |         |     |       |       |       |         |     |
| PEAK AM HIGHWAY HOUR                                       | 1.16  | 70    | 7     | 10      | 53  | 0.79  | 47    | 7     | 10      | 30  |
| PEAK PM HIGHWAY HOUR                                       | 3.96  | 236   | 35    | 50      | 151 | 3.96  | 236   | 35    | 50      | 150 |
| PEAK SAT HIGHWAY HOUR                                      | 5.23  | 311   | 47    | 66      | 198 | 5.23  | 311   | 47    | 66      | 198 |
| BANK - 4,500 SF<br>(LAND USE CODE 912)                     |       |       |       |         |     |       |       |       |         |     |
| PEAK AM HIGHWAY HOUR                                       | 7.07  | 32    | 4     | 7       | 21  | 5.56  | 25    | 4     | 7       | 14  |
| PEAK PM HIGHWAY HOUR                                       | 27.36 | 123   | 19    | 26      | 78  | 27.36 | 123   | 19    | 26      | 78  |
| PEAK SAT HIGHWAY HOUR                                      | 21.09 | 95    | 14    | 20      | 61  | 21.09 | 95    | 14    | 20      | 61  |
| HIGH TURNOVER RESTAURANT - 4,875 SF<br>(LAND USE CODE 832) |       |       |       |         |     |       |       |       |         |     |
| PEAK AM HIGHWAY HOUR                                       | 4.64  | 23    | 3     | 5       | 15  | 4.64  | 23    | 3     | 5       | 15  |
| PEAK PM HIGHWAY HOUR                                       | 6.52  | 32    | 3     | 7       | 22  | 4.34  | 21    | 3     | 7       | 11  |
| PEAK SAT HIGHWAY HOUR                                      | 12.60 | 61    | 5     | 8       | 48  | 7.40  | 36    | 5     | 8       | 23  |
| PHARMACY - 10,125 SF<br>(LAND USE CODE 880)                |       |       |       |         |     |       |       |       |         |     |
| PEAK AM HIGHWAY HOUR                                       | 1.78  | 18    | 2     | 3       | 13  | 1.16  | 12    | 2     | 3       | 7   |
| PEAK PM HIGHWAY HOUR                                       | 3.82  | 39    | 6     | 8       | 25  | 3.82  | 39    | 6     | 8       | 25  |
| PEAK SAT HIGHWAY HOUR                                      | 3.82  | 39    | 6     | 8       | 25  | 3.82  | 39    | 6     | 8       | 25  |
| SINGLE FAMILY HOUSING - 47 UNITS<br>(LAND USE CODE 210)    |       |       |       |         |     |       |       |       |         |     |
| PEAK AM HIGHWAY HOUR                                       | 0.23  | 11    | 0     | 0       | 11  | 0.66  | 31    | 0     | 0       | 31  |
| PEAK PM HIGHWAY HOUR                                       | 0.75  | 35    | 0     | 0       | 35  | 0.43  | 20    | 0     | 0       | 20  |
| PEAK SAT HIGHWAY HOUR                                      | 0.62  | 29    | 0     | 0       | 29  | 0.55  | 26    | 0     | 0       | 26  |
| CONDOMINIUMS - 161 UNITS<br>(LAND USE CODE 230)            |       |       |       |         |     |       |       |       |         |     |
| PEAK AM HIGHWAY HOUR                                       | 0.08  | 13    | 0     | 0       | 13  | 0.39  | 63    | 0     | 0       | 63  |
| PEAK PM HIGHWAY HOUR                                       | 0.38  | 61    | 0     | 0       | 61  | 0.19  | 30    | 0     | 0       | 30  |
| PEAK SAT HIGHWAY HOUR                                      | 0.30  | 48    | 0     | 0       | 48  | 0.26  | 41    | 0     | 0       | 41  |
| TOTAL                                                      |       |       |       |         |     |       |       |       |         |     |
| PEAK AM HIGHWAY HOUR                                       |       | 167   | 16    | 25      | 126 |       | 201   | 17    | 24      | 160 |
| PEAK PM HIGHWAY HOUR                                       |       | 526   | 63    | 92      | 372 |       | 469   | 63    | 91      | 314 |
| PEAK SAT HIGHWAY HOUR                                      |       | 583   | 72    | 103     | 409 |       | 548   | 72    | 102     | 374 |

## NOTES:

- 1) RATES ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THEIR REPORT ENTITLED TRIP GENERATION, 5TH EDITION, JANUARY 1991.
- 2) AN INTERPLAY CREDIT OF 15% WAS UTILIZED FOR THE RETAIL PORTION OF THE DEVELOPMENT
- 3) A PASS-BY CREDIT OF 25% WAS UTILIZED FOR THE RETAIL PORTION OF THE DEVELOPMENT
- 4) HTGR - HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER UNIT.

TABLE NO. 2

## LEVEL OF SERVICE SUMMARY TABLE

|    | LOCATION                                               | 1997 EXISTING  |                |                | 2000 NO-BUILD  |                |                | 2000 BUILD         |                    |                    |
|----|--------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|--------------------|--------------------|
|    |                                                        | AM             | PM             | SAT            | AM             | PM             | SAT            | AM                 | PM                 | SAT                |
| 1. | NYS RTE 32 &<br>UNION AVENUE<br><br>WITH IMPROVEMENTS* | C[17.3]<br>N/A | C[19.3]<br>N/A | C[19.2]<br>N/A | C[18.3]<br>N/A | C[21.1]<br>N/A | C[20.8]<br>N/A | C[20.4]<br>C[19.0] | D[32.4]<br>C[24.9] | D[29.3]<br>C[22.9] |
| 2. | NYS RTE 32 &<br>SITE DRIVEWAY                          | N/A            | N/A            | N/A            | N/A            | N/A            | N/A            | C[10.5]            | F[84.2]            | F[150]             |
|    | EB APPROACH                                            | C[11.1]        | C[15.3]        | C[10.6]        | C[12.0]        | C[16.9]        | C[11.5]        | C[14.7]            | E[34.6]            | D[26.1]            |
|    | WB APPROACH                                            | N/A            | N/A            | N/A            | N/A            | N/A            | N/A            | A[3.9]             | B[6.9]             | B[7.1]             |
|    | NB LEFT                                                | A[3.7]         | A[4.4]         | A[4.3]         | A[3.8]         | A[4.6]         | A[4.5]         | A[3.8]             | A[4.4]             | A[4.3]             |
|    | SB LEFT                                                | N/A            | N/A            | N/A            | N/A            | N/A            | N/A            | B[11.9]            | B[14.3]            | B[14.2]            |
|    | WITH SIGNAL                                            | N/A            | N/A            | N/A            | N/A            | N/A            | N/A            |                    |                    |                    |
| 3. | UNION AVENUE &<br>RESIDENTIAL SITE DRIVEWAY            | N/A            | N/A            | N/A            | N/A            | N/A            | N/A            | C[13.7]            | D[25.1]            | C[19.0]            |
|    | NB APPROACH                                            | N/A            | N/A            | N/A            | N/A            | N/A            | N/A            | A[3.9]             | A[4.7]             | A[4.4]             |
|    | WB LEFT                                                |                |                |                |                |                |                |                    |                    |                    |
| 4. | UNION AVENUE &<br>RETAIL SITE DRIVEWAY                 | N/A            | N/A            | N/A            | N/A            | N/A            | N/A            | B[5.4]             | B[7.4]             | B[7.1]             |
|    | NB RIGHT                                               |                |                |                |                |                |                |                    |                    |                    |

1. THE ABOVE SUMMARIZES THE OVERALL LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY, B[10.0], IN SECONDS FOR THE SIGNALIZED AND UNSIGNALIZED INTERSECTIONS.

2. \* IMPROVEMENTS INCLUDE INSTALLATION OF EB RIGHT TURN LANE AS WELL AS A SIGNAL TIMING AND PHASING MODIFICATION

APPENDIX "C"  
CAPACITY ANALYSIS



Streets: (E-W) UNION AVE (N-S) ROUTE 32  
Analyst: NAC File Name: 1AE-2.HC9  
Area Type: Other 3-16-98 PK AM  
Comment: 1997 EXISTING TRAFFIC VOLUMES

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 1         | 1    | <    | 1         | 1    | <    | 1          | 1    | <    | 1          | 1    | <    |
| Volumes     | 136       | 207  | 101  | 48        | 260  | 60   | 109        | 303  | 45   | 40         | 249  | 107  |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) | 12.0      | 12.0 |      | 12.0      | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 6         | 6    | 6    | 6         | 6    | 6    | 6          | 6    | 6    | 6          | 6    | 6    |
| Parking     | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    | 3         | 3    |      | 3         | 3    |      | 3          | 3    |      | 3          | 3    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

| Signal Operations |         |       |   |   |                          |      |       |    |    |  |  |  |
|-------------------|---------|-------|---|---|--------------------------|------|-------|----|----|--|--|--|
| Phase Combination | 1       | 2     | 3 | 4 |                          | 5    | 6     | 7  | 8  |  |  |  |
| EB Left           | *       | *     |   |   | NB Left                  | *    | *     |    |    |  |  |  |
| Thru              |         | *     |   |   | Thru                     |      | *     |    |    |  |  |  |
| Right             |         | *     |   |   | Right                    |      | *     |    |    |  |  |  |
| Peds              |         |       |   |   | Peds                     |      |       |    |    |  |  |  |
| WB Left           | *       | *     |   |   | SB Left                  | *    | *     |    |    |  |  |  |
| Thru              |         | *     |   |   | Thru                     |      | *     |    |    |  |  |  |
| Right             |         | *     |   |   | Right                    |      | *     |    |    |  |  |  |
| Peds              |         |       |   |   | Peds                     |      |       |    |    |  |  |  |
| NB Right          |         |       |   |   | EB Right                 |      |       |    |    |  |  |  |
| SB Right          |         |       |   |   | WB Right                 |      |       |    |    |  |  |  |
| Green             | 6.0A    | 27.0A |   |   | Green                    | 7.0A | 30.0A |    |    |  |  |  |
| Yellow/AR         | 5.0     | 5.0   |   |   | Yellow/AR                | 5.0  | 5.0   |    |    |  |  |  |
| Cycle Length:     | 90 secs |       |   |   | Phase combination order: | #1   | #2    | #5 | #6 |  |  |  |

| Intersection Performance Summary |        |         |       |       |       |     |           |       |     |
|----------------------------------|--------|---------|-------|-------|-------|-----|-----------|-------|-----|
| Lane                             | Group: | Adj Sat | v/c   | g/C   | Delay | LOS | Approach: | Delay | LOS |
| Mvmnts                           | Cap    | Flow    | Ratio | Ratio |       |     |           |       |     |
| EB L                             | 244    | 1703    | 0.619 | 0.433 | 14.7  | B   | 17.8      |       | C   |
| TR                               | 530    | 1704    | 0.645 | 0.311 | 19.2  | C   |           |       |     |
| WB L                             | 254    | 1703    | 0.209 | 0.433 | 10.5  | B   | 18.2      |       | C   |
| TR                               | 542    | 1742    | 0.657 | 0.311 | 19.4  | C   |           |       |     |
| NB L                             | 263    | 1703    | 0.460 | 0.478 | 10.7  | B   | 16.0      |       | C   |
| TR                               | 606    | 1758    | 0.639 | 0.344 | 17.6  | C   |           |       |     |
| SB L                             | 268    | 1703    | 0.164 | 0.478 | 9.2   | B   | 17.4      |       | C   |
| TR                               | 590    | 1712    | 0.672 | 0.344 | 18.3  | C   |           |       |     |

Intersection Delay = 17.3 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.711

(N-S) ROUTE 32

File Name: 1PE-2.HC9

3-16-98 PK PM

5 10 20 30 40 50

| Phase Combination |            | Signal Operations        |   |   |   |           |            |    |    |
|-------------------|------------|--------------------------|---|---|---|-----------|------------|----|----|
|                   |            | 1                        | 2 | 3 | 4 | 5         | 6          | 7  | 8  |
| EB                | Left       | *                        | * |   |   | NB        | Left       | *  | *  |
|                   | Thru       |                          | * |   |   |           | Thru       |    | *  |
|                   | Right      |                          | * |   |   |           | Right      |    | *  |
|                   | Peds       |                          |   |   |   |           | Peds       |    |    |
| WB                | Left       | *                        | * |   |   | SB        | Left       | *  | *  |
|                   | Thru       |                          | * |   |   |           | Thru       |    | *  |
|                   | Right      |                          | * |   |   |           | Right      |    | *  |
|                   | Peds       |                          |   |   |   |           | Peds       |    |    |
| NB                | Right      |                          |   |   |   | EB        | Right      |    |    |
| SB                | Right      |                          |   |   |   | WB        | Right      |    |    |
| Green             | 5.0A 28.0A |                          |   |   |   | Green     | 5.0A 32.0A |    |    |
| Yellow/AR         | 5.0 5.0    |                          |   |   |   | Yellow/AR | 5.0 5.0    |    |    |
| Cycle Length:     | 90 secs    | Phase combination order: |   |   |   | #1        | #2         | #5 | #6 |

Intersection Delay = 19.3 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.798

(N-S) ROUTE 32

File Name: 1SE-2.HC9

3-16-98 PK SAT

[illegible]

| Phase Combination |         | 1                        | 2     | 3 | 4 | Signal Operations |       | 5    | 6     | 7 | 8 |
|-------------------|---------|--------------------------|-------|---|---|-------------------|-------|------|-------|---|---|
| EB                | Left    | *                        | *     |   |   | NB                | Left  | *    | *     |   |   |
|                   | Thru    |                          | *     |   |   |                   | Thru  |      | *     |   |   |
|                   | Right   |                          | *     |   |   |                   | Right |      | *     |   |   |
|                   | Peds    |                          |       |   |   |                   | Peds  |      |       |   |   |
| WB                | Left    | *                        | *     |   |   | SB                | Left  | *    | *     |   |   |
|                   | Thru    |                          | *     |   |   |                   | Thru  |      | *     |   |   |
|                   | Right   |                          | *     |   |   |                   | Right |      | *     |   |   |
|                   | Peds    |                          |       |   |   |                   | Peds  |      |       |   |   |
| NB                | Right   |                          |       |   |   | EB                | Right |      |       |   |   |
| SB                | Right   |                          |       |   |   | WB                | Right |      |       |   |   |
| Green             |         | 6.0A                     | 27.0A |   |   | Green             |       | 7.0A | 30.0A |   |   |
| Yellow/AR         |         | 5.0                      | 5.0   |   |   | Yellow/AR         |       | 5.0  | 5.0   |   |   |
| Cycle Length:     | 90 secs | Phase combination order: |       |   |   | #1                | #2    | #5   | #6    |   |   |

| Intersection Performance Summary |               |               |                 |              |              |       |     |                    |     |
|----------------------------------|---------------|---------------|-----------------|--------------|--------------|-------|-----|--------------------|-----|
|                                  | Lane<br>Mvmts | Group:<br>Cap | Adj Sat<br>Flow | v/c<br>Ratio | g/c<br>Ratio | Delay | LOS | Approach:<br>Delay | LOS |
|                                  | -----         | -----         | -----           | -----        | -----        | ----- | --- | -----              | --- |
| EB                               | L             | 285           | 1770            | 0.291        | 0.433        | 10.7  | B   | 20.8               | C   |
|                                  | TR            | 548           | 1760            | 0.773        | 0.311        | 22.8  | C   |                    |     |
| WB                               | L             | 221           | 1770            | 0.443        | 0.433        | 12.4  | B   | 16.4               | C   |
|                                  | TR            | 564           | 1813            | 0.557        | 0.311        | 17.6  | C   |                    |     |
| NB                               | L             | 240           | 1770            | 0.600        | 0.478        | 13.5  | B   | 20.4               | C   |
|                                  | TR            | 624           | 1813            | 0.802        | 0.344        | 22.4  | C   |                    |     |
| SB                               | L             | 240           | 1770            | 0.250        | 0.478        | 10.4  | B   | 18.2               | C   |
|                                  | TR            | 625           | 1814            | 0.715        | 0.344        | 19.3  | C   |                    |     |

Intersection Delay = 19.2 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.795

(N-S) ROUTE 32

File Name: 1ANB-2.HC9

3-16-98 PK AM

0 10 20 30 40 50

| Phase Combination |            | Signal Operations                    |   |   |   |           |            |   |   |
|-------------------|------------|--------------------------------------|---|---|---|-----------|------------|---|---|
|                   |            | 1                                    | 2 | 3 | 4 | 5         | 6          | 7 | 8 |
| EB                | Left       | *                                    | * |   |   | NB        | Left       | * | * |
|                   | Thru       |                                      | * |   |   |           | Thru       |   | * |
|                   | Right      |                                      | * |   |   |           | Right      |   | * |
|                   | Peds       |                                      |   |   |   |           | Peds       |   |   |
| WB                | Left       | *                                    | * |   |   | SB        | Left       | * | * |
|                   | Thru       |                                      | * |   |   |           | Thru       |   | * |
|                   | Right      |                                      | * |   |   |           | Right      |   | * |
|                   | Peds       |                                      |   |   |   |           | Peds       |   |   |
| NB                | Right      |                                      |   |   |   | EB        | Right      |   |   |
| SB                | Right      |                                      |   |   |   | WB        | Right      |   |   |
| Green             | 6.0A 27.0A |                                      |   |   |   | Green     | 7.0A 30.0A |   |   |
| Yellow/AR         | 5.0 5.0    |                                      |   |   |   | Yellow/AR | 5.0 5.0    |   |   |
| Cycle Length:     | 90 secs    | Phase combination order: #1 #2 #5 #6 |   |   |   |           |            |   |   |

| Intersection Performance Summary |        |        |         |       |       |       |     |           |     |
|----------------------------------|--------|--------|---------|-------|-------|-------|-----|-----------|-----|
|                                  | Lane   | Group: | Adj Sat | v/c   | g/C   |       |     | Approach: |     |
|                                  | Mvmnts | Cap    | Flow    | Ratio | Ratio | Delay | LOS | Delay     | LOS |
|                                  | -----  | -----  | -----   | ----- | ----- | ----- | --- | -----     | --- |
| EB                               | L      | 231    | 1703    | 0.693 | 0.433 | 17.5  | C   | 19.2      | C   |
|                                  | TR     | 530    | 1704    | 0.683 | 0.311 | 20.0  | C   |           |     |
| WB                               | L      | 241    | 1703    | 0.237 | 0.433 | 10.7  | B   | 19.1      | C   |
|                                  | TR     | 542    | 1742    | 0.697 | 0.311 | 20.3  | C   |           |     |
| NB                               | L      | 242    | 1703    | 0.533 | 0.478 | 11.9  | B   | 16.9      | C   |
|                                  | TR     | 606    | 1758    | 0.677 | 0.344 | 18.4  | C   |           |     |
| SB                               | L      | 250    | 1703    | 0.188 | 0.478 | 9.4   | B   | 18.3      | C   |
|                                  | TR     | 590    | 1712    | 0.711 | 0.344 | 19.3  | C   |           |     |

Intersection Delay = 18.3 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.748

Streets: (E-W) UNION AVE

(N-S) ROUTE 32

Analyst: NAC

File Name: 1PNB-2.HC9

Area Type: Other

3-16-98 PK PM

Comment: 2000 NO-BUILD TRAFFIC VOLUMES

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 1         | 1    | <    | 1         | 1    | <    | 1          | 1    | <    | 1          | 1    | <    |
| Volumes     | 101       | 299  | 145  | 68        | 336  | 60   | 147        | 388  | 95   | 88         | 399  | 96   |
| PHF or PK15 | 0.93      | 0.93 | 0.93 | 0.93      | 0.93 | 0.93 | 0.93       | 0.93 | 0.93 | 0.93       | 0.93 | 0.93 |
| Lane W (ft) | 12.0      | 12.0 |      | 12.0      | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    | 3         | 3    |      | 3         | 3    |      | 3          | 3    |      | 3          | 3    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

| Signal Operations |        |       |   |   |                          |      |       |    |    |  |  |
|-------------------|--------|-------|---|---|--------------------------|------|-------|----|----|--|--|
| Phase Combination | 1      | 2     | 3 | 4 |                          | 5    | 6     | 7  | 8  |  |  |
| EB Left           | *      | *     |   |   | NB Left                  | *    | *     |    |    |  |  |
| Thru              |        | *     |   |   | Thru                     |      | *     |    |    |  |  |
| Right             |        | *     |   |   | Right                    |      | *     |    |    |  |  |
| Peds              |        |       |   |   | Peds                     |      |       |    |    |  |  |
| WB Left           | *      | *     |   |   | SB Left                  | *    | *     |    |    |  |  |
| Thru              |        | *     |   |   | Thru                     |      | *     |    |    |  |  |
| Right             |        | *     |   |   | Right                    |      | *     |    |    |  |  |
| Peds              |        |       |   |   | Peds                     |      |       |    |    |  |  |
| NB Right          |        |       |   |   | EB Right                 |      |       |    |    |  |  |
| SB Right          |        |       |   |   | WB Right                 |      |       |    |    |  |  |
| Green             | 5.0A   | 28.0A |   |   | Green                    | 5.0A | 32.0A |    |    |  |  |
| Yellow/AR         | 5.0    | 5.0   |   |   | Yellow/AR                | 5.0  | 5.0   |    |    |  |  |
| Cycle Length:     | 90 sec |       |   |   | Phase combination order: | #1   | #2    | #5 | #6 |  |  |

| Intersection Performance Summary |        |         |       |       |       |     |           |       |     |
|----------------------------------|--------|---------|-------|-------|-------|-----|-----------|-------|-----|
| Lane                             | Group: | Adj Sat | v/c   | g/C   | Delay | LOS | Approach: | Delay | LOS |
| Mvmts                            | Cap    | Flow    | Ratio | Ratio |       |     |           |       |     |
| EB L                             | 201    | 1770    | 0.542 | 0.433 | 13.9  | B   | 23.5      | C     |     |
| TR                               | 571    | 1772    | 0.837 | 0.322 | 25.6  | D   |           |       |     |
| WB L                             | 201    | 1770    | 0.363 | 0.433 | 12.2  | B   | 19.3      | C     |     |
| TR                               | 586    | 1820    | 0.726 | 0.322 | 20.5  | C   |           |       |     |
| NB L                             | 201    | 1770    | 0.786 | 0.478 | 23.9  | C   | 21.3      | C     |     |
| TR                               | 663    | 1808    | 0.783 | 0.367 | 20.6  | C   |           |       |     |
| SB L                             | 201    | 1770    | 0.473 | 0.478 | 12.0  | B   | 20.0      | C     |     |
| TR                               | 663    | 1809    | 0.802 | 0.367 | 21.4  | C   |           |       |     |

Intersection Delay = 21.1 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.842

(N-S) ROUTE 32

File Name: 1SNB-2.HC9

3-16-98 PK SAT

|                   |         | Signal Operations        |       |   |   |           |      |       |    |
|-------------------|---------|--------------------------|-------|---|---|-----------|------|-------|----|
| Phase Combination |         | 1                        | 2     | 3 | 4 | 5         | 6    | 7     | 8  |
| EB                | Left    | *                        | *     |   |   | NB Left   | *    | *     |    |
|                   | Thru    |                          | *     |   |   | Thru      |      | *     |    |
|                   | Right   |                          | *     |   |   | Right     |      | *     |    |
|                   | Peds    |                          |       |   |   | Peds      |      |       |    |
| WB                | Left    | *                        | *     |   |   | SB Left   | *    | *     |    |
|                   | Thru    |                          | *     |   |   | Thru      |      | *     |    |
|                   | Right   |                          | *     |   |   | Right     |      | *     |    |
|                   | Peds    |                          |       |   |   | Peds      |      |       |    |
| NB                | Right   |                          |       |   |   | EB Right  |      |       |    |
| SB                | Right   |                          |       |   |   | WB Right  |      |       |    |
| Green             |         | 6.0A                     | 27.0A |   |   | Green     | 7.0A | 30.0A |    |
| Yellow/AR         |         | 5.0                      | 5.0   |   |   | Yellow/AR | 5.0  | 5.0   |    |
| Cycle Length:     | 90 secs | Phase combination order: |       |   |   | #1        | #2   | #5    | #6 |

| Intersection Performance Summary |        |        |         |       |       |       |     |           |     |
|----------------------------------|--------|--------|---------|-------|-------|-------|-----|-----------|-----|
|                                  | Lane   | Group: | Adj Sat | v/c   | g/c   |       |     | Approach: |     |
|                                  | Mvmnts | Cap    | Flow    | Ratio | Ratio | Delay | LOS | Delay     | LOS |
|                                  | -----  | -----  | -----   | ----- | ----- | ----- | --- | -----     | --- |
| EB                               | L      | 271    | 1770    | 0.328 | 0.433 | 10.9  | B   | 22.6      | C   |
|                                  | TR     | 548    | 1760    | 0.815 | 0.311 | 24.9  | C   |           |     |
| WB                               | L      | 221    | 1770    | 0.466 | 0.433 | 12.8  | B   | 16.8      | C   |
|                                  | TR     | 564    | 1813    | 0.589 | 0.311 | 18.1  | C   |           |     |
| NB                               | L      | 240    | 1770    | 0.637 | 0.478 | 14.7  | B   | 22.9      | C   |
|                                  | TR     | 624    | 1813    | 0.850 | 0.344 | 25.2  | D   |           |     |
| SB                               | L      | 240    | 1770    | 0.262 | 0.478 | 10.8  | B   | 19.4      | C   |
|                                  | TR     | 625    | 1814    | 0.757 | 0.344 | 20.6  | C   |           |     |

Intersection Delay = 20.8 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.840

(N-S) ROUTE 32

File Name: 1AB-2.HC9

3-16-98 PK AM

```
Streets: (E-W) UNION AVE (N-S) ROUTE 32
Analyst: NAC File Name: 1AB-2.HC9
Area Type: Other 3-16-98 PK AM
Comment: 2000 BUILD TRAFFIC VOLUMES
```

[illegible]

| Phase Combination |         | 1                 | 2     | 3                  | 4 | Signal Operations |       | 5    | 6     | 7 | 8 |
|-------------------|---------|-------------------|-------|--------------------|---|-------------------|-------|------|-------|---|---|
| EB                | Left    | *                 | *     |                    |   | NB                | Left  | *    | *     |   |   |
|                   | Thru    |                   | *     |                    |   |                   | Thru  |      | *     |   |   |
|                   | Right   |                   | *     |                    |   |                   | Right |      | *     |   |   |
|                   | Peds    |                   |       |                    |   |                   | Peds  |      |       |   |   |
| WB                | Left    | *                 | *     |                    |   | SB                | Left  | *    | *     |   |   |
|                   | Thru    |                   | *     |                    |   |                   | Thru  |      | *     |   |   |
|                   | Right   |                   | *     |                    |   |                   | Right |      | *     |   |   |
|                   | Peds    |                   |       |                    |   |                   | Peds  |      |       |   |   |
| NB                | Right   |                   |       |                    |   | EB                | Right |      |       |   |   |
| SB                | Right   |                   |       |                    |   | WB                | Right |      |       |   |   |
| Green             |         | 7.0A              | 26.0A |                    |   | Green             |       | 5.0A | 32.0A |   |   |
| Yellow/AR         |         | 5.0               | 5.0   |                    |   | Yellow/AR         |       | 5.0  | 5.0   |   |   |
| Cycle Length:     | 90 secs | Phase combination |       | order: #1 #2 #5 #6 |   |                   |       |      |       |   |   |

|    | Lane  | Group: | Adj Sat | v/c   | g/C   |       |     | Approach: |       |
|----|-------|--------|---------|-------|-------|-------|-----|-----------|-------|
|    | Mvmts | Cap    | Flow    | Ratio | Ratio | Delay | LOS | Delay     | LOS   |
|    | ----- | -----  | -----   | ----- | ----- | ----- | --- | -----     | ----- |
| EB | L     | 241    | 1703    | 0.826 | 0.433 | 26.0  | D   | 24.0      | C     |
|    | TR    | 513    | 1711    | 0.762 | 0.300 | 23.0  | C   |           |       |
| WB | L     | 235    | 1703    | 0.349 | 0.433 | 11.5  | B   | 19.9      | C     |
|    | TR    | 523    | 1742    | 0.727 | 0.300 | 21.7  | C   |           |       |
| NB | L     | 194    | 1703    | 0.804 | 0.478 | 25.2  | D   | 19.2      | C     |
|    | TR    | 644    | 1755    | 0.656 | 0.367 | 17.1  | C   |           |       |
| SB | L     | 215    | 1703    | 0.219 | 0.478 | 9.5   | B   | 17.8      | C     |
|    | TR    | 629    | 1715    | 0.722 | 0.367 | 18.7  | C   |           |       |

Intersection Delay = 20.4 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.789

[illegible]

| Intersection Performance Summary                       |        |        |         |       |       |       |     |           |     |
|--------------------------------------------------------|--------|--------|---------|-------|-------|-------|-----|-----------|-----|
|                                                        | Lane   | Group: | Adj Sat | v/c   | g/C   |       |     | Approach: |     |
|                                                        | Mvmnts | Cap    | Flow    | Ratio | Ratio | Delay | LOS | Delay     | LOS |
|                                                        | -----  | -----  | -----   | ----- | ----- | ----- | --- | -----     | --- |
| EB                                                     | L      | 241    | 1703    | 0.826 | 0.433 | 26.0  | D   | 19.0      | C   |
|                                                        | T      | 538    | 1792    | 0.508 | 0.300 | 17.5  | C   |           |     |
|                                                        | R      | 627    | 1524    | 0.188 | 0.411 | 10.9  | B   |           |     |
| WB                                                     | L      | 319    | 1703    | 0.257 | 0.433 | 10.4  | B   | 19.7      | C   |
|                                                        | TR     | 523    | 1742    | 0.727 | 0.300 | 21.7  | C   |           |     |
| NB                                                     | L      | 194    | 1703    | 0.804 | 0.478 | 25.2  | D   | 19.2      | C   |
|                                                        | TR     | 644    | 1755    | 0.656 | 0.367 | 17.1  | C   |           |     |
| SB                                                     | L      | 215    | 1703    | 0.219 | 0.478 | 9.5   | B   | 17.8      | C   |
|                                                        | TR     | 629    | 1715    | 0.722 | 0.367 | 18.7  | C   |           |     |
| Intersection Delay = 19.0 sec/veh Intersection LOS = C |        |        |         |       |       |       |     |           |     |
| Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.777  |        |        |         |       |       |       |     |           |     |



HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d  
John Collins Engineers, P.C.

03-19-1998

Streets: (E-W) UNION AVE

(N-S) ROUTE 32

Analyst: NAC

File Name: 1PB-2.HC9

Area Type: Other

3-16-98 PK PM

Comment: 2000 BUILD TRAFFIC VOLUMES

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 1         | 1    | <    | 1         | 1    | <    | 1          | 1    | <    | 1          | 1    | <    |
| Volumes     | 173       | 355  | 141  | 135       | 343  | 60   | 195        | 395  | 102  | 88         | 480  | 108  |
| PHF or PK15 | 0.93      | 0.93 | 0.93 | 0.93      | 0.93 | 0.93 | 0.93       | 0.93 | 0.93 | 0.93       | 0.93 | 0.93 |
| Lane W (ft) | 12.0      | 12.0 |      | 12.0      | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    | 3         | 3    |      | 3         | 3    |      | 3          | 3    |      | 3          | 3    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

Signal Operations

| Phase Combination | 1       | 2                                    | 3 | 4 | 5         | 6          | 7 | 8 |
|-------------------|---------|--------------------------------------|---|---|-----------|------------|---|---|
| EB Left           | *       | *                                    |   |   | *         | *          |   |   |
| Thru              |         | *                                    |   |   |           | *          |   |   |
| Right             |         | *                                    |   |   |           | *          |   |   |
| Peds              |         |                                      |   |   |           |            |   |   |
| WB Left           |         | *                                    | * |   | *         | *          |   |   |
| Thru              |         |                                      | * |   |           | *          |   |   |
| Right             |         |                                      | * |   |           | *          |   |   |
| Peds              |         |                                      |   |   |           |            |   |   |
| NB Right          |         |                                      |   |   | EB Right  |            |   |   |
| SB Right          |         |                                      |   |   | WB Right  |            |   |   |
| Green             |         | 5.0A 28.0A                           |   |   | Green     | 5.0A 32.0A |   |   |
| Yellow/AR         |         | 5.0 5.0                              |   |   | Yellow/AR | 5.0 5.0    |   |   |
| Cycle Length:     | 90 secs | Phase combination order: #1 #2 #5 #6 |   |   |           |            |   |   |

Intersection Performance Summary

|    | Lane  | Group: | Adj Sat | v/c   | g/C   | Delay | LOS | Approach: |     |
|----|-------|--------|---------|-------|-------|-------|-----|-----------|-----|
|    | Mvmts | Cap    | Flow    | Ratio | Ratio |       |     | Delay     | LOS |
| EB | L     | 201    | 1770    | 0.925 | 0.433 | 43.1  | E   | 36.9      | D   |
|    | TR    | 575    | 1783    | 0.929 | 0.322 | 34.8  | D   |           |     |
| WB | L     | 201    | 1770    | 0.721 | 0.433 | 20.9  | C   | 21.0      | C   |
|    | TR    | 587    | 1821    | 0.740 | 0.322 | 21.0  | C   |           |     |
| NB | L     | 201    | 1770    | 1.045 | 0.478 | 76.6  | F   | 37.2      | D   |
|    | TR    | 662    | 1805    | 0.808 | 0.367 | 21.7  | C   |           |     |
| SB | L     | 201    | 1770    | 0.473 | 0.478 | 12.2  | B   | 32.2      | D   |
|    | TR    | 664    | 1811    | 0.952 | 0.367 | 35.3  | D   |           |     |

Intersection Delay = 32.4 sec/veh Intersection LOS = D  
Lost Time/Cycle, L = 8.0 sec Critical v/c(x) = 0.979

(N-S) ROUTE 32  
File Name: 1PBI-2.HC9  
3-16-98 PK PM

[illegible]

## Signal Operations

| Phase Combination |       | 1       | 2     | 3 | 4 | Signal Operations        |       | 5    | 6     | 7  | 8  |
|-------------------|-------|---------|-------|---|---|--------------------------|-------|------|-------|----|----|
| EB                | Left  | *       | *     |   |   | NB                       | Left  | *    | *     |    |    |
|                   | Thru  |         | *     |   |   |                          | Thru  |      | *     |    |    |
|                   | Right |         | *     |   |   |                          | Right |      | *     |    |    |
|                   | Peds  |         |       |   |   |                          | Peds  |      |       |    |    |
| WB                | Left  | *       | *     |   |   | SB                       | Left  | *    | *     |    |    |
|                   | Thru  |         | *     |   |   |                          | Thru  |      | *     |    |    |
|                   | Right |         | *     |   |   |                          | Right |      | *     |    |    |
|                   | Peds  |         |       |   |   |                          | Peds  |      |       |    |    |
| NB                | Right |         |       |   |   | EB                       | Right | *    |       |    |    |
| SB                | Right |         |       |   |   | WB                       | Right |      |       |    |    |
| Green             |       | 6.0A    | 23.0A |   |   | Green                    |       | 7.0A | 34.0A |    |    |
| Yellow/AR         |       | 5.0     | 5.0   |   |   | Yellow/AR                |       | 5.0  | 5.0   |    |    |
| Cycle Length:     |       | 90 secs |       |   |   | Phase combination order: |       | #1   | #2    | #5 | #6 |

## Intersection Performance Summary

|    | Intersection Performance Summary |               |                 |              |              |       | Approach: |       |     |
|----|----------------------------------|---------------|-----------------|--------------|--------------|-------|-----------|-------|-----|
|    | Lane<br>Mvmts                    | Group:<br>Cap | Adj Sat<br>Flow | v/c<br>Ratio | g/c<br>Ratio | Delay | LOS       | Delay | LOS |
| EB | L                                | 220           | 1770            | 0.845        | 0.389        | 31.1  | D         | 23.5  | C   |
|    | T                                | 497           | 1863            | 0.769        | 0.267        | 24.6  | C         |       |     |
|    | R                                | 633           | 1583            | 0.240        | 0.400        | 11.6  | B         |       |     |
| WB | L                                | 220           | 1770            | 0.659        | 0.389        | 18.1  | C         | 29.8  | D   |
|    | TR                               | 486           | 1821            | 0.894        | 0.267        | 33.7  | D         |       |     |
| NB | L                                | 240           | 1770            | 0.875        | 0.522        | 32.5  | D         | 22.7  | C   |
|    | TR                               | 702           | 1805            | 0.762        | 0.389        | 18.9  | C         |       |     |
| SB | L                                | 240           | 1770            | 0.396        | 0.522        | 10.0  | B         | 24.7  | C   |
|    | TR                               | 704           | 1811            | 0.897        | 0.389        | 26.9  | D         |       |     |

Intersection Delay = 24.9 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.917

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d  
John Collins Engineers, P.C.

03-19-1998

Streets: (E-W) UNION AVE

(N-S) ROUTE 32

Analyst: NAC

File Name: 1SB-2.HC9

Area Type: Other

3-16-98 PK SAT

Comment: 2000 BUILD TRAFFIC VOLUMES

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 1         | 1    | <    | 1         | 1    | <    | 1          | 1    | <    | 1          | 1    | <    |
| Volumes     | 165       | 321  | 143  | 167       | 254  | 53   | 194        | 402  | 93   | 57         | 442  | 86   |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) | 12.0      | 12.0 |      | 12.0      | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    | 3         | 3    |      | 3         | 3    |      | 3          | 3    |      | 3          | 3    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

|                   |       | Signal Operations                            |       |   |   |      |       |   |   |
|-------------------|-------|----------------------------------------------|-------|---|---|------|-------|---|---|
| Phase Combination |       | 1                                            | 2     | 3 | 4 | 5    | 6     | 7 | 8 |
| EB                | Left  | *                                            | *     |   |   |      | *     |   |   |
|                   | Thru  |                                              | *     |   |   |      | *     |   |   |
|                   | Right |                                              | *     |   |   |      | *     |   |   |
|                   | Peds  |                                              |       |   |   |      |       |   |   |
| WB                | Left  | *                                            | *     |   |   |      | *     |   |   |
|                   | Thru  |                                              | *     |   |   |      | *     |   |   |
|                   | Right |                                              | *     |   |   |      | *     |   |   |
|                   | Peds  |                                              |       |   |   |      |       |   |   |
| NB                | Right |                                              |       |   |   |      |       |   |   |
| SB                | Right |                                              |       |   |   |      |       |   |   |
| Green             |       | 6.0A                                         | 27.0A |   |   | 7.0A | 30.0A |   |   |
| Yellow/AR         |       | 5.0                                          | 5.0   |   |   | 5.0  | 5.0   |   |   |
| Cycle Length:     |       | 90 secs Phase combination order: #1 #2 #5 #6 |       |   |   |      |       |   |   |

| Intersection Performance Summary |        |         |       |       |       |      |           |       |     |
|----------------------------------|--------|---------|-------|-------|-------|------|-----------|-------|-----|
| Lane                             | Group: | Adj Sat | v/c   | g/C   | Delay | LOS  | Approach: | Delay | LOS |
| Mvmnts                           | Cap    | Flow    | Ratio | Ratio |       |      |           |       |     |
| EB                               | L      | 265     | 1770  | 0.691 | 0.433 | 16.5 | C         | 31.0  | D   |
|                                  | TR     | 553     | 1777  | 0.933 | 0.311 | 36.1 | D         |       |     |
| WB                               | L      | 221     | 1770  | 0.842 | 0.433 | 29.7 | D         | 22.3  | C   |
|                                  | TR     | 564     | 1814  | 0.604 | 0.311 | 18.3 | C         |       |     |
| NB                               | L      | 240     | 1770  | 0.900 | 0.478 | 35.9 | D         | 30.1  | D   |
|                                  | TR     | 623     | 1810  | 0.882 | 0.344 | 27.8 | D         |       |     |
| SB                               | L      | 240     | 1770  | 0.262 | 0.478 | 11.0 | B         | 32.1  | D   |
|                                  | TR     | 626     | 1817  | 0.938 | 0.344 | 34.4 | D         |       |     |

Intersection Delay = 29.3 sec/veh Intersection LOS = D  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.949

(N-S) ROUTE 32

File Name: 1SBI-2.HC9

3-16-98 PK SAT

[illegible]

| Phase Combination |       | 1       | 2     | 3 | 4 | Signal Operations        |       | 5    | 6     | 7  | 8  |
|-------------------|-------|---------|-------|---|---|--------------------------|-------|------|-------|----|----|
| EB                | Left  | *       | *     |   |   | NB                       | Left  | *    | *     |    |    |
|                   | Thru  |         | *     |   |   |                          | Thru  |      | *     |    |    |
|                   | Right |         | *     |   |   |                          | Right |      | *     |    |    |
|                   | Peds  |         |       |   |   |                          | Peds  |      |       |    |    |
| WB                | Left  | *       | *     |   |   | SB                       | Left  | *    | *     |    |    |
|                   | Thru  |         | *     |   |   |                          | Thru  |      | *     |    |    |
|                   | Right |         | *     |   |   |                          | Right |      | *     |    |    |
|                   | Peds  |         |       |   |   |                          | Peds  |      |       |    |    |
| NB                | Right |         |       |   |   | EB                       | Right | *    |       |    |    |
| SB                | Right |         |       |   |   | WB                       | Right |      |       |    |    |
| Green             |       | 5.0A    | 25.0A |   |   | Green                    |       | 7.0A | 33.0A |    |    |
| Yellow/AR         |       | 5.0     | 5.0   |   |   | Yellow/AR                |       | 5.0  | 5.0   |    |    |
| Cycle Length:     |       | 90 secs |       |   |   | Phase combination order: |       | #1   | #2    | #5 | #6 |

| Inter-Section Performance Summary |               |               |                 |              |              |       |     |                    |     |
|-----------------------------------|---------------|---------------|-----------------|--------------|--------------|-------|-----|--------------------|-----|
|                                   | Lane<br>Mvmts | Group:<br>Cap | Adj Sat<br>Flow | v/c<br>Ratio | g/c<br>Ratio | Delay | LOS | Approach:<br>Delay | LOS |
|                                   | -----         | -----         | -----           | -----        | -----        | ----- | --- | -----              | --- |
| EB                                | L             | 227           | 1770            | 0.806        | 0.400        | 25.8  | D   | 19.6               | C   |
|                                   | T             | 538           | 1863            | 0.663        | 0.289        | 20.3  | C   |                    |     |
|                                   | R             | 668           | 1583            | 0.238        | 0.422        | 10.8  | B   |                    |     |
| WB                                | L             | 216           | 1770            | 0.861        | 0.400        | 32.6  | D   | 24.5               | C   |
|                                   | TR            | 524           | 1814            | 0.651        | 0.289        | 20.1  | C   |                    |     |
| NB                                | L             | 240           | 1770            | 0.900        | 0.511        | 36.1  | D   | 25.3               | D   |
|                                   | TR            | 684           | 1810            | 0.804        | 0.378        | 21.0  | C   |                    |     |
| SB                                | L             | 240           | 1770            | 0.262        | 0.511        | 9.8   | B   | 22.5               | C   |
|                                   | TR            | 686           | 1817            | 0.855        | 0.378        | 23.9  | C   |                    |     |

Intersection Delay = 22.9 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.818

John Collins Engineers, P.C.  
11 Bradhurst Avenue  
Hawthorne, NY 10532-0000  
Ph: (914) 347-7500

Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL  
Major Street Direction.... NS  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 3/16/98  
Other Information.....

1997 EXISTING TRAFFIC VOLUMES - PK AM

H

OUR

Two-way Stop-controlled Intersection

|             | Northbound |     |     |   | Southbound |     |   |   | Eastbound |   |   |  | Westbound |     |      |
|-------------|------------|-----|-----|---|------------|-----|---|---|-----------|---|---|--|-----------|-----|------|
|             | L          | T   | R   |   | L          | T   | R |   | L         | T | R |  | L         | T   | R    |
| No. Lanes   | 0          | 1   | < 0 |   | 0          | > 1 | 0 |   | 0         | 0 | 0 |  | 0         | > 0 | < 0  |
| Stop/Yield  |            |     |     | N |            |     |   | N |           |   |   |  |           |     |      |
| Volumes     |            | 455 | 3   |   | 2          | 396 |   |   |           |   |   |  | 8         |     | 2    |
| PHF         |            | .9  | .9  |   | .9         | .9  |   |   |           |   |   |  | .9        |     | .9   |
| Grade       |            | 0   |     |   |            | 0   |   |   |           |   |   |  |           | 0   |      |
| MC's (%)    |            |     |     |   | 0          |     |   |   |           |   |   |  | 0         |     | 0    |
| SU/RV's (%) |            |     |     |   | 4          |     |   |   |           |   |   |  | 4         |     | 4    |
| CV's (%)    |            |     |     |   | 2          |     |   |   |           |   |   |  | 2         |     | 2    |
| PCE's       |            |     |     |   | 1.04       |     |   |   |           |   |   |  | 1.04      |     | 1.04 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |    |
|---------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                            | WB   | EB |
| Conflicting Flows: (vph)                                | 508  |    |
| Potential Capacity: (pcph)                              | 765  |    |
| Movement Capacity: (pcph)                               | 765  |    |
| Prob. of Queue-Free State:                              | 1.00 |    |
| Step 2: LT from Major Street                            | SB   | NB |
| Conflicting Flows: (vph)                                | 509  |    |
| Potential Capacity: (pcph)                              | 981  |    |
| Movement Capacity: (pcph)                               | 981  |    |
| Prob. of Queue-Free State:                              | 1.00 |    |
| TH Saturation Flow Rate: (pcphpl)                       | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                       |      |    |
| Major LT Shared Lane Prob.<br>of Queue-Free State:      | 1.00 |    |
| Step 4: LT from Minor Street                            | WB   | EB |
| Conflicting Flows: (vph)                                | 950  |    |
| Potential Capacity: (pcph)                              | 298  |    |
| Major LT, Minor TH<br>Impedance Factor:                 | 1.00 |    |
| Adjusted Impedance Factor:                              | 1.00 |    |
| Capacity Adjustment Factor<br>due to Impeding Movements | 1.00 |    |
| Movement Capacity: (pcph)                               | 297  |    |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| WB L     | 9                      | 297 >                 |                         |                                     |                                 |     |                                |
| WB R     | 2                      | 765 >                 | 334                     | 11.1                                | 0.0                             | C   | 11.1                           |
| SB L     | 2                      | 981                   |                         | 3.7                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 0.1 sec/veh

John Collins Engineers, P.C.  
11 Bradhurst Avenue  
Hawthorne, NY 10532-0000  
Ph: (914) 347-7500

Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL

Major Street Direction.... NS  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 3/16/98  
Other Information.....

1997 EXISTING TRAFFIC VOLUMES - PK PM

OUR

Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |   | Eastbound |   |   | Westbound |     |      |
|-------------|------------|-----|-----|------------|-----|---|-----------|---|---|-----------|-----|------|
|             | L          | T   | R   | L          | T   | R | L         | T | R | L         | T   | R    |
| No. Lanes   | 0          | 1   | < 0 | 0          | > 1 | 0 | 0         | 0 | 0 | 0         | > 0 | < 0  |
| Stop/Yield  |            |     | N   |            |     | N |           |   |   |           |     |      |
| Volumes     |            | 576 | 6   | 3          | 557 |   |           |   |   | 4         |     | 5    |
| PHF         |            | .9  | .9  | .9         | .9  |   |           |   |   | .9        |     | .9   |
| Grade       |            | 0   |     |            | 0   |   |           |   |   |           | 0   |      |
| MC's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| SU/RV's (%) |            |     |     |            |     |   |           |   |   |           |     |      |
| CV's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| PCE's       |            |     |     | 1.10       |     |   |           |   |   | 1.10      |     | 1.10 |

### Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                      |      |    |    |
|------------------------------------------------------|------|----|----|
| Step 1: RT from Minor Street                         |      | WB | EB |
| Conflicting Flows: (vph)                             | 644  |    |    |
| Potential Capacity: (pcph)                           | 653  |    |    |
| Movement Capacity: (pcph)                            | 653  |    |    |
| Prob. of Queue-Free State:                           | 0.99 |    |    |
| Step 2: LT from Major Street                         |      | SB | NB |
| Conflicting Flows: (vph)                             | 647  |    |    |
| Potential Capacity: (pcph)                           | 843  |    |    |
| Movement Capacity: (pcph)                            | 843  |    |    |
| Prob. of Queue-Free State:                           | 1.00 |    |    |
| TH Saturation Flow Rate: (pcphpl)                    | 1800 |    |    |
| RT Saturation Flow Rate: (pcphpl)                    |      |    |    |
| Major LT Shared Lane Prob. of Queue-Free State:      | 0.99 |    |    |
| Step 4: LT from Minor Street                         |      | WB | EB |
| Conflicting Flows: (vph)                             | 1266 |    |    |
| Potential Capacity: (pcph)                           | 196  |    |    |
| Major LT, Minor TH                                   |      |    |    |
| Impedance Factor:                                    | 0.99 |    |    |
| Adjusted Impedance Factor:                           | 0.99 |    |    |
| Capacity Adjustment Factor due to Impeding Movements | 0.99 |    |    |
| Movement Capacity: (pcph)                            | 195  |    |    |

## Intersection Performance Summary

| Movement |   | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |      |
|----------|---|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|------|
| WB       | L | 4                | 195             | >                 |                            |                        |     |                          |      |
| WB       | R | 7                | 653             | >                 | 352                        | 10.6                   | 0.0 | C                        | 10.6 |
| SB       | L | 3                | 843             |                   | 4.3                        | 0.0                    | A   |                          | 0.0  |

Intersection Delay = 0.1 sec/veh



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Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... NAC  
 Date of Analysis..... 3/16/98  
 Other Information.....

1997 EXISTING TRAFFIC VOLUMES - PK SA

HOUR

Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |   | Eastbound |   |   | Westbound |     |      |
|-------------|------------|-----|-----|------------|-----|---|-----------|---|---|-----------|-----|------|
|             | L          | T   | R   | L          | T   | R | L         | T | R | L         | T   | R    |
| No. Lanes   | 0          | 1   | < 0 | 0          | > 1 | 0 | 0         | 0 | 0 | 0         | > 0 | < 0  |
| Stop/Yield  |            |     | N   |            |     | N |           |   |   |           |     |      |
| Volumes     |            | 593 | 10  | 2          | 575 |   |           |   |   | 4         |     | 2    |
| PHF         |            | .9  | .9  | .9         | .9  |   |           |   |   | .9        |     | .9   |
| Grade       |            | 0   |     |            | 0   |   |           |   |   |           | 0   |      |
| MC's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| SU/RV's (%) |            |     |     |            |     |   |           |   |   |           |     |      |
| CV's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| PCE's       |            |     |     | 1.10       |     |   |           |   |   | 1.10      |     | 1.10 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                      |  |  |      |    |
|------------------------------------------------------|--|--|------|----|
| Step 1: RT from Minor Street                         |  |  | WB   | EB |
| Conflicting Flows: (vph)                             |  |  | 664  |    |
| Potential Capacity: (pcph)                           |  |  | 638  |    |
| Movement Capacity: (pcph)                            |  |  | 638  |    |
| Prob. of Queue-Free State:                           |  |  | 1.00 |    |
| Step 2: LT from Major Street                         |  |  | SB   | NB |
| Conflicting Flows: (vph)                             |  |  | 670  |    |
| Potential Capacity: (pcph)                           |  |  | 822  |    |
| Movement Capacity: (pcph)                            |  |  | 822  |    |
| Prob. of Queue-Free State:                           |  |  | 1.00 |    |
| TH Saturation Flow Rate: (pcphpl)                    |  |  | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                    |  |  |      |    |
| Major LT Shared Lane Prob. of Queue-Free State:      |  |  | 1.00 |    |
| Step 4: LT from Minor Street                         |  |  | WB   | EB |
| Conflicting Flows: (vph)                             |  |  | 1306 |    |
| Potential Capacity: (pcph)                           |  |  | 186  |    |
| Major LT, Minor TH                                   |  |  |      |    |
| Impedance Factor:                                    |  |  | 1.00 |    |
| Adjusted Impedance Factor:                           |  |  | 1.00 |    |
| Capacity Adjustment Factor due to Impeding Movements |  |  | 1.00 |    |
| Movement Capacity: (pcph)                            |  |  | 185  |    |

## Intersection Performance Summary

| Movement |   | Flow Rate<br>(pcph) | Move Cap<br>(pcph) | Shared Cap<br>(pcph) | Avg. Total Delay<br>(sec/veh) | 95% Queue Length<br>(veh) | LOS | Approach Delay<br>(sec/veh) |      |
|----------|---|---------------------|--------------------|----------------------|-------------------------------|---------------------------|-----|-----------------------------|------|
| WB       | L | 4                   | 185                | >                    |                               |                           |     |                             |      |
| WB       | R | 2                   | 638                | >                    | 242                           | 15.3                      | 0.0 | C                           | 15.3 |
| SB       | L | 2                   | 822                |                      | 4.4                           | 0.0                       | A   | 0.0                         |      |

Intersection Delay = 0.1 sec/veh

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Ph: (914) 347-7500

Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL  
Major Street Direction.... NS  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 3/16/98  
Other Information..... 2000 NO-BUILD TRAFFIC VOLUMES - PK AM

H

OUR

Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |   | Eastbound |   |   | Westbound |     |      |
|-------------|------------|-----|-----|------------|-----|---|-----------|---|---|-----------|-----|------|
|             | L          | T   | R   | L          | T   | R | L         | T | R | L         | T   | R    |
| No. Lanes   | 0          | 1   | < 0 | 0          | > 1 | 0 | 0         | 0 | 0 | 0         | > 0 | < 0  |
| Stop/Yield  |            |     | N   |            |     | N |           |   |   |           |     |      |
| Volumes     |            | 482 | 3   | 2          | 420 |   |           |   |   | 8         |     | 2    |
| PHF         |            | .9  | .9  | .9         | .9  |   |           |   |   | .9        |     | .9   |
| Grade       |            | 0   |     |            | 0   |   |           |   |   |           | 0   |      |
| MC's (%)    |            |     |     | 0          |     |   |           |   |   | 0         |     | 0    |
| SU/RV's (%) |            |     |     | 4          |     |   |           |   |   | 4         |     | 4    |
| CV's (%)    |            |     |     | 2          |     |   |           |   |   | 2         |     | 2    |
| PCE's       |            |     |     | 1.04       |     |   |           |   |   | 1.04      |     | 1.04 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |    |
|---------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                            | WB   | EB |
| Conflicting Flows: (vph)                                | 538  |    |
| Potential Capacity: (pcph)                              | 739  |    |
| Movement Capacity: (pcph)                               | 739  |    |
| Prob. of Queue-Free State:                              | 1.00 |    |
| Step 2: LT from Major Street                            | SB   | NB |
| Conflicting Flows: (vph)                                | 539  |    |
| Potential Capacity: (pcph)                              | 949  |    |
| Movement Capacity: (pcph)                               | 949  |    |
| Prob. of Queue-Free State:                              | 1.00 |    |
| TH Saturation Flow Rate: (pcphpl)                       | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                       |      |    |
| Major LT Shared Lane Prob.<br>of Queue-Free State:      | 1.00 |    |
| Step 4: LT from Minor Street                            | WB   | EB |
| Conflicting Flows: (vph)                                | 1006 |    |
| Potential Capacity: (pcph)                              | 277  |    |
| Major LT, Minor TH<br>Impedance Factor:                 | 1.00 |    |
| Adjusted Impedance Factor:                              | 1.00 |    |
| Capacity Adjustment Factor<br>due to Impeding Movements | 1.00 |    |
| Movement Capacity: (pcph)                               | 276  |    |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| WB L     | 9                      | 276 >                 |                         |                                     |                                 |     |                                |
| WB R     | 2                      | 739 >                 | 311                     | 12.0                                | 0.0                             | C   | 12.0                           |
| SB L     | 2                      | 949                   |                         | 3.8                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 0.1 sec/veh

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Hawthorne, NY 10532-0000  
Ph: (914) 347-7500

Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL

Major Street Direction.... NS  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 3/16/98  
Other Information.....

2000 NO-BUILD TRAFFIC VOLUMES - PK PM

H

OUR

Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |   | Eastbound |   |   | Westbound |     |      |
|-------------|------------|-----|-----|------------|-----|---|-----------|---|---|-----------|-----|------|
|             | L          | T   | R   | L          | T   | R | L         | T | R | L         | T   | R    |
| No. Lanes   | 0          | 1   | < 0 | 0          | > 1 | 0 | 0         | 0 | 0 | 0         | > 0 | < 0  |
| Stop/Yield  |            |     | N   |            |     | N |           |   |   |           |     |      |
| Volumes     |            | 629 | 11  | 2          | 610 |   |           |   |   | 4         |     | 2    |
| PHF         |            | .9  | .9  | .9         | .9  |   |           |   |   | .9        |     | .9   |
| Grade       |            | 0   |     |            | 0   |   |           |   |   |           | 0   |      |
| MC's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| SU/RV's (%) |            |     |     |            |     |   |           |   |   |           |     |      |
| CV's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| PCE's       |            |     |     | 1.10       |     |   |           |   |   | 1.10      |     | 1.10 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |    |
|---------------------------------------------------------|------|----|
| -----                                                   |      |    |
| Step 1: RT from Minor Street                            | WB   | EB |
| -----                                                   |      |    |
| Conflicting Flows: (vph)                                | 705  |    |
| Potential Capacity: (pcph)                              | 608  |    |
| Movement Capacity: (pcph)                               | 608  |    |
| Prob. of Queue-Free State:                              | 1.00 |    |
| -----                                                   |      |    |
| Step 2: LT from Major Street                            | SB   | NB |
| -----                                                   |      |    |
| Conflicting Flows: (vph)                                | 711  |    |
| Potential Capacity: (pcph)                              | 786  |    |
| Movement Capacity: (pcph)                               | 786  |    |
| Prob. of Queue-Free State:                              | 1.00 |    |
| TH Saturation Flow Rate: (pcphpl)                       | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                       |      |    |
| Major LT Shared Lane Prob.<br>of Queue-Free State:      | 1.00 |    |
| -----                                                   |      |    |
| Step 4: LT from Minor Street                            | WB   | EB |
| -----                                                   |      |    |
| Conflicting Flows: (vph)                                | 1385 |    |
| Potential Capacity: (pcph)                              | 167  |    |
| Major LT, Minor TH                                      |      |    |
| Impedance Factor:                                       | 1.00 |    |
| Adjusted Impedance Factor:                              | 1.00 |    |
| Capacity Adjustment Factor<br>due to Impeding Movements | 1.00 |    |
| Movement Capacity: (pcph)                               | 166  |    |
| -----                                                   |      |    |

## Intersection Performance Summary

| Movement |  | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|--|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| WB L     |  | 4                      | 166 >                 |                         |                                     |                                 |     |                                |
| WB R     |  | 2                      | 608 >                 | 219                     | 16.9                                | 0.0                             | C   | 16.9                           |
| SB L     |  | 2                      | 786                   |                         | 4.6                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 0.1 sec/veh

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Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL  
Major Street Direction.... NS  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 3/16/98  
Other Information..... 2000 NO-BUILD TRAFFIC VOLUMES - PK SA

T

HOUR

Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |   | Eastbound |   |   | Westbound |     |      |
|-------------|------------|-----|-----|------------|-----|---|-----------|---|---|-----------|-----|------|
|             | L          | T   | R   | L          | T   | R | L         | T | R | L         | T   | R    |
| No. Lanes   | 0          | 1   | < 0 | 0          | > 1 | 0 | 0         | 0 | 0 | 0         | > 0 | < 0  |
| Stop/Yield  |            |     | N   |            |     | N |           |   |   |           |     |      |
| Volumes     |            | 611 | 6   | 3          | 590 |   |           |   |   | 4         |     | 5    |
| PHF         |            | .9  | .9  | .9         | .9  |   |           |   |   | .9        |     | .9   |
| Grade       |            | 0   |     |            | 0   |   |           |   |   |           | 0   |      |
| MC's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| SU/RV's (%) |            |     |     |            |     |   |           |   |   |           |     |      |
| CV's (%)    |            |     |     |            |     |   |           |   |   |           |     |      |
| PCE's       |            |     |     | 1.10       |     |   |           |   |   | 1.10      |     | 1.10 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                      |      |    |
|------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                         | WB   | EB |
| Conflicting Flows: (vph)                             | 682  |    |
| Potential Capacity: (pcph)                           | 625  |    |
| Movement Capacity: (pcph)                            | 625  |    |
| Prob. of Queue-Free State:                           | 0.99 |    |
| Step 2: LT from Major Street                         | SB   | NB |
| Conflicting Flows: (vph)                             | 686  |    |
| Potential Capacity: (pcph)                           | 808  |    |
| Movement Capacity: (pcph)                            | 808  |    |
| Prob. of Queue-Free State:                           | 1.00 |    |
| TH Saturation Flow Rate: (pcphpl)                    | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                    |      |    |
| Major LT Shared Lane Prob. of Queue-Free State:      | 0.99 |    |
| Step 4: LT from Minor Street                         | WB   | EB |
| Conflicting Flows: (vph)                             | 1342 |    |
| Potential Capacity: (pcph)                           | 177  |    |
| Major LT, Minor TH Impedance Factor:                 | 0.99 |    |
| Adjusted Impedance Factor:                           | 0.99 |    |
| Capacity Adjustment Factor due to Impeding Movements | 0.99 |    |
| Movement Capacity: (pcph)                            | 176  |    |

## Intersection Performance Summary

| Movement | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |
|----------|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|
| WB L     | 4                | 176 >           |                   |                            |                        |     |                          |
| WB R     | 7                | 625 >           | 324               | 11.5                       | 0.0                    | C   | 11.5                     |
| SB L     | 3                | 808             |                   | 4.5                        | 0.0                    | A   | 0.0                      |

Intersection Delay = 0.1 sec/veh



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 Ph: (904) 392-0378

Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... NAC  
 Date of Analysis..... 6/8/98  
 Other Information..... 2000 BUILD TRAFFIC VOLUMES - PK AM HOUR  
 Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |    | Eastbound |      |      | Westbound |      |      |
|-------------|------------|-----|-----|------------|-----|----|-----------|------|------|-----------|------|------|
|             | L          | T   | R   | L          | T   | R  | L         | T    | R    | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 | 1          | 1   | 1  | 0         | > 1  | 1    | 0         | > 1  | < 0  |
| Stop/Yield  |            |     | N   |            |     | N  |           |      |      |           |      |      |
| Volumes     | 44         | 475 | 3   | 2          | 409 | 60 | 43        | 2    | 58   | 8         | 1    | 2    |
| PHF         | .9         | .9  | .9  | .9         | .9  | .9 | .9        | .9   | .9   | .9        | .9   | .9   |
| Grade       |            | 0   |     |            | 0   |    |           | 0    |      |           | 0    |      |
| MC's (%)    | 0          |     |     | 0          |     |    | 0         | 0    | 0    | 0         | 0    | 0    |
| SU/RV's (%) | 4          |     |     | 4          |     |    | 4         | 4    | 4    | 4         | 4    | 4    |
| CV's (%)    | 2          |     |     | 2          |     |    | 2         | 2    | 2    | 2         | 2    | 2    |
| PCE's       | 1.04       |     |     | 1.04       |     |    | 1.04      | 1.04 | 1.04 | 1.04      | 1.04 | 1.04 |

## Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 530  | 454  |
| Potential Capacity: (pcph)                              | 746  | 815  |
| Movement Capacity: (pcph)                               | 746  | 815  |
| Prob. of Queue-Free State:                              | 1.00 | 0.92 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 531  | 521  |
| Potential Capacity: (pcph)                              | 957  | 968  |
| Movement Capacity: (pcph)                               | 957  | 968  |
| Prob. of Queue-Free State:                              | 1.00 | 0.95 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1102 | 1036 |
| Potential Capacity: (pcph)                              | 288  | 312  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.95 | 0.95 |
| Movement Capacity: (pcph)                               | 272  | 295  |
| Prob. of Queue-Free State:                              | 1.00 | 0.99 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1068 | 1036 |
| Potential Capacity: (pcph)                              | 255  | 266  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.94 | 0.94 |
| Adjusted Impedance Factor:                              | 0.95 | 0.96 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.87 | 0.95 |
| Movement Capacity: (pcph)                               | 223  | 253  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 50                     | 253 >                 | 254                     | 17.8                                | 0.8                             | C   |                                |
| EB T     | 2                      | 295 >                 |                         |                                     |                                 |     | 10.5                           |
| EB R     | 67                     | 815                   |                         | 4.8                                 | 0.2                             | A   |                                |
| WB L     | 9                      | 223 >                 |                         |                                     |                                 |     |                                |
| WB T     | 1                      | 272 >                 | 257                     | 14.7                                | 0.0                             | C   | 14.7                           |
| WB R     | 2                      | 746 >                 |                         |                                     |                                 |     |                                |
| NB L     | 51                     | 968                   |                         | 3.9                                 | 0.0                             | A   | 0.3                            |
| SB L     | 2                      | 957                   |                         | 3.8                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 1.3 sec/veh

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Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... NAC  
 Date of Analysis..... 6/8/98  
 Other Information..... 2000 BUILD TRAFFIC VOLUMES - PK PM HOU  
 R

Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |     | Eastbound |      |      | Westbound |      |      |
|-------------|------------|-----|-----|------------|-----|-----|-----------|------|------|-----------|------|------|
|             | L          | T   | R   | L          | T   | R   | L         | T    | R    | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 | 1          | 1   | 1   | 0         | > 1  | 1    | 0         | > 1  | < 0  |
| Stop/Yield  |            |     | N   |            |     | N   |           |      |      |           |      |      |
| Volumes     | 135        | 601 | 11  | 2          | 569 | 185 | 88        | 3    | 132  | 4         | 4    | 2    |
| PHF         | .9         | .9  | .9  | .9         | .9  | .9  | .9        | .9   | .9   | .9        | .9   | .9   |
| Grade       |            | 0   |     |            | 0   |     |           | 0    |      |           | 0    |      |
| MC's (%)    |            |     |     |            |     |     |           |      |      |           |      |      |
| SU/RV's (%) |            |     |     |            |     |     |           |      |      |           |      |      |
| CV's (%)    |            |     |     |            |     |     |           |      |      |           |      |      |
| PCE's       | 1.10       |     |     | 1.10       |     |     | 1.10      | 1.10 | 1.10 | 1.10      | 1.10 | 1.10 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 674  | 632  |
| Potential Capacity: (pcph)                              | 631  | 662  |
| Movement Capacity: (pcph)                               | 631  | 662  |
| Prob. of Queue-Free State:                              | 1.00 | 0.76 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 680  | 838  |
| Potential Capacity: (pcph)                              | 813  | 684  |
| Movement Capacity: (pcph)                               | 813  | 684  |
| Prob. of Queue-Free State:                              | 1.00 | 0.76 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1664 | 1464 |
| Potential Capacity: (pcph)                              | 146  | 186  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.76 | 0.76 |
| Movement Capacity: (pcph)                               | 111  | 141  |
| Prob. of Queue-Free State:                              | 0.96 | 0.98 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1533 | 1461 |
| Potential Capacity: (pcph)                              | 137  | 151  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.74 | 0.73 |
| Adjusted Impedance Factor:                              | 0.80 | 0.79 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.60 | 0.79 |
| Movement Capacity: (pcph)                               | 83   | 119  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 108                    | 119 >                 | 120                     | 196.0                               | 9.9                             | F   |                                |
| EB T     | 3                      | 141 >                 |                         |                                     |                                 |     | 84.2                           |
| EB R     | 162                    | 662                   |                         | 7.2                                 | 1.1                             | B   |                                |
| WB L     | 4                      | 83 >                  |                         |                                     |                                 |     |                                |
| WB T     | 4                      | 111 >                 | 114                     | 34.6                                | 0.2                             | E   | 34.6                           |
| WB R     | 2                      | 631 >                 |                         |                                     |                                 |     |                                |
| NB L     | 165                    | 684                   |                         | 6.9                                 | 1.1                             | B   | 1.3                            |
| SB L     | 2                      | 813                   |                         | 4.4                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 11.6 sec/veh

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Streets: (N-S) ROUTE 32 (E-W) SITE DR/WALL PL  
Major Street Direction.... NS  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 6/8/98  
Other Information..... 2000 BUILD TRAFFIC VOLUMES - PK SAT HOU  
R

Two-way Stop-controlled Intersection

|             | Northbound |     |     |   | Southbound |     |     |   | Eastbound |      |      |  | Westbound |      |      |
|-------------|------------|-----|-----|---|------------|-----|-----|---|-----------|------|------|--|-----------|------|------|
|             | L          | T   | R   |   | L          | T   | R   |   | L         | T    | R    |  | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 |   | 1          | 1   | 1   |   | 0         | > 1  | 1    |  | 0         | > 1  | < 0  |
| Stop/Yield  |            |     |     | N |            |     |     | N |           |      |      |  |           |      |      |
| Volumes     | 149        | 580 | 6   |   | 3          | 545 | 204 |   | 104       | 4    | 154  |  | 4         | 4    | 5    |
| PHF         | .9         | .9  | .9  |   | .9         | .9  | .9  |   | .9        | .9   | .9   |  | .9        | .9   | .9   |
| Grade       |            | 0   |     |   |            | 0   |     |   |           | 0    |      |  |           | 0    |      |
| MC's (%)    |            |     |     |   |            |     |     |   |           |      |      |  |           |      |      |
| SU/RV's (%) |            |     |     |   |            |     |     |   |           |      |      |  |           |      |      |
| CV's (%)    |            |     |     |   |            |     |     |   |           |      |      |  |           |      |      |
| PCE's       | 1.10       |     |     |   | 1.10       |     |     |   | 1.10      | 1.10 | 1.10 |  | 1.10      | 1.10 | 1.10 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 648  | 606  |
| Potential Capacity: (pcph)                              | 650  | 683  |
| Movement Capacity: (pcph)                               | 650  | 683  |
| Prob. of Queue-Free State:                              | 0.99 | 0.72 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 651  | 833  |
| Potential Capacity: (pcph)                              | 839  | 687  |
| Movement Capacity: (pcph)                               | 839  | 687  |
| Prob. of Queue-Free State:                              | 1.00 | 0.73 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1650 | 1426 |
| Potential Capacity: (pcph)                              | 149  | 195  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.73 | 0.73 |
| Movement Capacity: (pcph)                               | 109  | 143  |
| Prob. of Queue-Free State:                              | 0.96 | 0.97 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1510 | 1428 |
| Potential Capacity: (pcph)                              | 141  | 158  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.71 | 0.70 |
| Adjusted Impedance Factor:                              | 0.78 | 0.77 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.56 | 0.76 |
| Movement Capacity: (pcph)                               | 79   | 121  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 128                    | 121 >                 | 122                     | 354.1                               | 15.3                            | F   |                                |
| EB T     | 4                      | 143 >                 |                         |                                     |                                 |     | 150.2                          |
| EB R     | 188                    | 683                   |                         | 7.3                                 | 1.3                             | B   |                                |
| WB L     | 4                      | 79 >                  |                         |                                     |                                 |     |                                |
| WB T     | 4                      | 109 >                 | 153                     | 26.1                                | 0.3                             | D   | 26.1                           |
| WB R     | 7                      | 650 >                 |                         |                                     |                                 |     |                                |
| NB L     | 183                    | 687                   |                         | 7.1                                 | 1.2                             | B   | 1.4                            |
| SB L     | 3                      | 839                   |                         | 4.3                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 23.1 sec/veh

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4f  
Center For Microcomputers In Transportation

06-09-1998

Streets: (E-W) SITE DR/WALL PL

(N-S) ROUTE 32

Analyst: NAC

File Name: 2AB-3.HC9

Area Type: Other

6-8-98 PK AM

Comment: 2000 BUILD TRAFFIC VOLUMES

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 0         | > 1  | 1    | 0         | > 1  | < 0  | 1          | 1    | < 0  | 1          | 1    | 1    |
| Volumes     | 43        | 2    | 58   | 8         | 1    | 2    | 44         | 475  | 3    | 2          | 409  | 60   |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) |           | 12.0 | 12.0 |           | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 | 12.0 |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 5         | 5    | 5    | 5         | 5    | 5    | 5          | 5    | 5    | 5          | 5    | 5    |
| Parking     | N         |      | N    | N         |      | N    | N          |      | N    | N          |      | N    |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    |           | 3    | 3    |           | 3    |      | 3          | 3    |      | 3          | 3    | 3    |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

Signal Operations

| Phase Combination | 1       | 2     | 3                                    | 4 | 5    | 6     | 7 | 8 |
|-------------------|---------|-------|--------------------------------------|---|------|-------|---|---|
| EB Left           | *       | *     |                                      |   | *    | *     |   |   |
| Thru              | *       | *     |                                      |   |      | *     |   |   |
| Right             | *       | *     |                                      |   |      | *     |   |   |
| Peds              |         |       |                                      |   |      |       |   |   |
| WB Left           |         | *     |                                      |   | *    | *     |   |   |
| Thru              |         | *     |                                      |   |      | *     |   |   |
| Right             |         | *     |                                      |   |      | *     |   |   |
| Peds              |         |       |                                      |   |      |       |   |   |
| NB Right          |         |       |                                      |   |      |       |   |   |
| SB Right          |         |       |                                      |   |      |       |   |   |
| Green             | 5.0A    | 12.0A |                                      |   | 7.0A | 31.0A |   |   |
| Yellow/AR         | 5.0     | 5.0   |                                      |   | 5.0  | 5.0   |   |   |
| Cycle Length:     | 75 secs |       | Phase combination order: #1 #2 #5 #6 |   |      |       |   |   |

Intersection Performance Summary

|    | Lane  | Group: | Adj Sat | v/c   | g/C   | Delay | LOS | Approach: |     |
|----|-------|--------|---------|-------|-------|-------|-----|-----------|-----|
|    | Mvmts | Cap    | Flow    | Ratio | Ratio |       |     | Delay     | LOS |
| EB | LT    | 477    | 1557    | 0.105 | 0.307 | 12.0  | B   | 12.1      | B   |
|    | R     | 472    | 1538    | 0.136 | 0.307 | 12.2  | B   |           |     |
| WB | LTR   | 241    | 1388    | 0.050 | 0.173 | 16.7  | C   | 16.7      | C   |
| NB | L     | 296    | 1719    | 0.166 | 0.587 | 5.3   | B   | 12.4      | B   |
|    | TR    | 771    | 1808    | 0.688 | 0.427 | 13.1  | B   |           |     |
| SB | L     | 280    | 1719    | 0.007 | 0.587 | 5.5   | B   | 11.1      | B   |
|    | T     | 772    | 1810    | 0.588 | 0.427 | 11.5  | B   |           |     |
|    | R     | 656    | 1538    | 0.102 | 0.427 | 8.3   | B   |           |     |

Intersection Delay = 11.9 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.433

(N-S) ROUTE 32

File Name: 2PB-3.HC9

6-8-98 PK PM

[illegible]

| Phase Combination |         | 1                        | 2     | 3 | 4 | Signal Operations |       | 5    | 6     | 7 | 8 |
|-------------------|---------|--------------------------|-------|---|---|-------------------|-------|------|-------|---|---|
| EB                | Left    | *                        | *     |   |   | NB                | Left  | *    | *     |   |   |
|                   | Thru    | *                        | *     |   |   |                   | Thru  |      | *     |   |   |
|                   | Right   | *                        | *     |   |   |                   | Right |      | *     |   |   |
|                   | Peds    |                          |       |   |   |                   | Peds  |      |       |   |   |
| WB                | Left    |                          | *     |   |   | SB                | Left  | *    | *     |   |   |
|                   | Thru    |                          | *     |   |   |                   | Thru  |      | *     |   |   |
|                   | Right   |                          | *     |   |   |                   | Right |      | *     |   |   |
|                   | Peds    |                          |       |   |   |                   | Peds  |      |       |   |   |
| NB                | Right   |                          |       |   |   | EB                | Right |      |       |   |   |
| SB                | Right   |                          |       |   |   | WB                | Right |      |       |   |   |
| Green             |         | 5.0A                     | 12.0A |   |   | Green             |       | 6.0A | 32.0A |   |   |
| Yellow/AR         |         | 5.0                      | 5.0   |   |   | Yellow/AR         |       | 5.0  | 5.0   |   |   |
| Cycle Length:     | 75 secs | Phase combination order: |       |   |   | #1                | #2    | #5   | #6    |   |   |

| Intersection Performance Summary |               |               |                 |              |              |       |     |                    |     |
|----------------------------------|---------------|---------------|-----------------|--------------|--------------|-------|-----|--------------------|-----|
|                                  | Lane<br>Mvmts | Group:<br>Cap | Adj Sat<br>Flow | v/c<br>Ratio | g/c<br>Ratio | Delay | LOS | Approach:<br>Delay | LOS |
|                                  | -----         | -----         | -----           | -----        | -----        | ----- | --- | -----              | --- |
| EB                               | LT            | 490           | 1598            | 0.206        | 0.307        | 12.5  | B   | 12.8               | B   |
|                                  | R             | 486           | 1583            | 0.303        | 0.307        | 12.9  | B   |                    |     |
| WB                               | LTR           | 251           | 1450            | 0.040        | 0.173        | 16.7  | C   | 16.7               | C   |
| NB                               | L             | 264           | 1770            | 0.568        | 0.587        | 9.8   | B   | 15.8               | C   |
|                                  | TR            | 817           | 1858            | 0.832        | 0.440        | 17.1  | C   |                    |     |
| SB                               | L             | 264           | 1770            | 0.008        | 0.587        | 7.0   | B   | 13.2               | B   |
|                                  | T             | 820           | 1863            | 0.771        | 0.440        | 14.7  | B   |                    |     |
|                                  | R             | 697           | 1583            | 0.296        | 0.440        | 8.8   | B   |                    |     |

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.647



Streets: (E-W) SITE DR/WALL PL (N-S) ROUTE 32  
Analyst: NAC File Name: 2SB-3.HC9  
Area Type: Other 6-8-98 PK SAT  
Comment: 2000 BUILD TRAFFIC VOLUMES

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 0         | > 1  | 1    | 0         | > 1  | < 0  | 1          | 1    | < 0  | 1          | 1    | 1    |
| Volumes     | 104       | 4    | 154  | 4         | 4    | 5    | 149        | 580  | 6    | 3          | 545  | 204  |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) |           | 12.0 | 12.0 |           | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 | 12.0 |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | N         | N    |      | N         | N    |      | N          | N    |      | N          | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    |           | 3    | 3    |           | 3    |      | 3          | 3    |      | 3          | 3    | 3    |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

| Signal Operations |         |                                      |       |   |   |           |       |      |       |   |
|-------------------|---------|--------------------------------------|-------|---|---|-----------|-------|------|-------|---|
| Phase Combination |         | 1                                    | 2     | 3 | 4 |           | 5     | 6    | 7     | 8 |
| EB                | Left    | *                                    | *     |   |   | NB        | Left  | *    | *     |   |
|                   | Thru    | *                                    | *     |   |   |           | Thru  |      | *     |   |
|                   | Right   | *                                    | *     |   |   |           | Right |      | *     |   |
|                   | Peds    |                                      |       |   |   |           | Peds  |      |       |   |
| WB                | Left    |                                      | *     |   |   | SB        | Left  | *    | *     |   |
|                   | Thru    |                                      | *     |   |   |           | Thru  |      | *     |   |
|                   | Right   |                                      | *     |   |   |           | Right |      | *     |   |
|                   | Peds    |                                      |       |   |   |           | Peds  |      |       |   |
| NB                | Right   |                                      |       |   |   | EB        | Right |      |       |   |
| SB                | Right   |                                      |       |   |   | WB        | Right |      |       |   |
| Green             |         | 5.0A                                 | 12.0A |   |   | Green     |       | 7.0A | 31.0A |   |
| Yellow/AR         |         | 5.0                                  | 5.0   |   |   | Yellow/AR |       | 5.0  | 5.0   |   |
| Cycle Length:     | 75 secs | Phase combination order: #1 #2 #5 #6 |       |   |   |           |       |      |       |   |

| Intersection Performance Summary |        |         |       |       |       |      |           |       |     |
|----------------------------------|--------|---------|-------|-------|-------|------|-----------|-------|-----|
| Lane                             | Group: | Adj Sat | v/c   | g/C   | Delay | LOS  | Approach: | Delay | LOS |
| Mvmts                            | Cap    | Flow    | Ratio | Ratio |       |      |           |       |     |
| EB                               | LT     | 490     | 1597  | 0.245 | 0.307 | 12.6 | B         | 13.0  | B   |
|                                  | R      | 486     | 1583  | 0.352 | 0.307 | 13.2 | B         |       |     |
| WB                               | LTR    | 246     | 1422  | 0.057 | 0.173 | 16.7 | C         | 16.7  | C   |
| NB                               | L      | 288     | 1770  | 0.576 | 0.587 | 9.6  | B         | 15.6  | C   |
|                                  | TR     | 793     | 1860  | 0.820 | 0.427 | 17.1 | C         |       |     |
| SB                               | L      | 288     | 1770  | 0.010 | 0.587 | 6.7  | B         | 13.3  | B   |
|                                  | T      | 795     | 1863  | 0.762 | 0.427 | 14.9 | B         |       |     |
|                                  | R      | 676     | 1583  | 0.336 | 0.427 | 9.4  | B         |       |     |

Intersection Delay = 14.2 sec/veh Intersection LOS = B  
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.657

John Collins Engineers, P.C.  
11 Bradhurst Avenue  
Hawthorne, NY 10532-0000  
Ph: (914) 347-7500

Streets: (N-S) SITE DR -RESIDENTIAL (E-W) UNION AVE  
Major Street Direction.... EW  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 3/19/98  
Other Information..... 2000 BUILD TRAFFIC VOLUMES - PEAK AM

HO

UR

Two-way Stop-controlled Intersection

|             | Eastbound |     |     |   | Westbound |     |   |   | Northbound |     |      |  | Southbound |   |   |
|-------------|-----------|-----|-----|---|-----------|-----|---|---|------------|-----|------|--|------------|---|---|
|             | L         | T   | R   |   | L         | T   | R |   | L          | T   | R    |  | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 | N | 0         | > 1 | 0 | N | 0          | > 0 | < 0  |  | 0          | 0 | 0 |
| Stop/Yield  |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| Volumes     |           | 496 | 6   |   | 6         | 529 |   |   | 16         |     | 8    |  |            |   |   |
| PHF         |           | .9  | .9  |   | .9        | .9  |   |   | .9         |     | .9   |  |            |   |   |
| Grade       |           | 0   |     |   |           | 0   |   |   |            | 0   |      |  |            |   |   |
| MC's (%)    |           |     |     |   | 0         |     |   |   | 0          |     | 0    |  |            |   |   |
| SU/RV's (%) |           |     |     |   | 4         |     |   |   | 4          |     | 4    |  |            |   |   |
| CV's (%)    |           |     |     |   | 2         |     |   |   | 2          |     | 2    |  |            |   |   |
| PCE's       |           |     |     |   | 1.04      |     |   |   | 1.04       |     | 1.04 |  |            |   |   |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |    |
|---------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                            | NB   | SB |
| Conflicting Flows: (vph)                                | 554  |    |
| Potential Capacity: (pcph)                              | 725  |    |
| Movement Capacity: (pcph)                               | 725  |    |
| Prob. of Queue-Free State:                              | 0.99 |    |
| Step 2: LT from Major Street                            | WB   | EB |
| Conflicting Flows: (vph)                                | 558  |    |
| Potential Capacity: (pcph)                              | 929  |    |
| Movement Capacity: (pcph)                               | 929  |    |
| Prob. of Queue-Free State:                              | 0.99 |    |
| TH Saturation Flow Rate: (pcphpl)                       | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                       |      |    |
| Major LT Shared Lane Prob.<br>of Queue-Free State:      | 0.99 |    |
| Step 4: LT from Minor Street                            | NB   | SB |
| Conflicting Flows: (vph)                                | 1150 |    |
| Potential Capacity: (pcph)                              | 229  |    |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.99 |    |
| Adjusted Impedance Factor:                              | 0.99 |    |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.99 |    |
| Movement Capacity: (pcph)                               | 226  |    |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| NB L     | 19                     | 226 >                 |                         |                                     |                                 |     |                                |
| NB R     | 9                      | 725 >                 | 290                     | 13.7                                | 0.3                             | C   | 13.7                           |
| WB L     | 7                      | 929                   |                         | 3.9                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 0.3 sec/veh

John Collins Engineers, P.C.  
11 Bradhurst Avenue  
Hawthorne, NY 10532-0000  
Ph: (914) 347-7500

Streets: (N-S) SITE DR -RESIDENTIAL (E-W) UNION AVE  
Major Street Direction.... EW  
Length of Time Analyzed... 60 (min)  
Analyst..... NAC  
Date of Analysis..... 3/19/98  
Other Information..... 2000 BUILD TRAFFIC VOLUMES - PEAK PM

HO

UR

Two-way Stop-controlled Intersection

|             | Eastbound |     |     |   | Westbound |     |   |   | Northbound |     |      |  | Southbound |   |   |
|-------------|-----------|-----|-----|---|-----------|-----|---|---|------------|-----|------|--|------------|---|---|
|             | L         | T   | R   |   | L         | T   | R |   | L          | T   | R    |  | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 |   | 0         | > 1 | 0 |   | 0          | > 0 | < 0  |  | 0          | 0 | 0 |
| Stop/Yield  |           |     |     | N |           |     |   | N |            |     |      |  |            |   |   |
| Volumes     |           | 619 | 19  |   | 19        | 627 |   |   | 32         |     | 16   |  |            |   |   |
| PHF         |           | .9  | .9  |   | .9        | .9  |   |   | .9         |     | .9   |  |            |   |   |
| Grade       |           | 0   |     |   |           | 0   |   |   |            | 0   |      |  |            |   |   |
| MC's (%)    |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| SU/RV's (%) |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| CV's (%)    |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| PCE's       |           |     |     |   | 1.10      |     |   |   | 1.10       |     | 1.10 |  |            |   |   |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |    |
|---------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                            | NB   | SB |
| Conflicting Flows: (vph)                                | 698  |    |
| Potential Capacity: (pcph)                              | 613  |    |
| Movement Capacity: (pcph)                               | 613  |    |
| Prob. of Queue-Free State:                              | 0.97 |    |
| Step 2: LT from Major Street                            | WB   | EB |
| Conflicting Flows: (vph)                                | 709  |    |
| Potential Capacity: (pcph)                              | 787  |    |
| Movement Capacity: (pcph)                               | 787  |    |
| Prob. of Queue-Free State:                              | 0.97 |    |
| TH Saturation Flow Rate: (pcphpl)                       | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                       |      |    |
| Major LT Shared Lane Prob.<br>of Queue-Free State:      | 0.95 |    |
| Step 4: LT from Minor Street                            | NB   | SB |
| Conflicting Flows: (vph)                                | 1416 |    |
| Potential Capacity: (pcph)                              | 160  |    |
| Major LT, Minor TH                                      |      |    |
| Impedance Factor:                                       | 0.95 |    |
| Adjusted Impedance Factor:                              | 0.95 |    |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.95 |    |
| Movement Capacity: (pcph)                               | 152  |    |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| NB L     | 40                     | 152 >                 |                         |                                     |                                 |     |                                |
| NB R     | 20                     | 613 >                 | 203                     | 25.1                                | 1.4                             | D   | 25.1                           |
| WB L     | 23                     | 787                   |                         | 4.7                                 | 0.0                             | A   | 0.1                            |

Intersection Delay = 1.0 sec/veh

John Collins Engineers, P.C.  
11 Bradhurst Avenue  
Hawthorne, NY \* 10532-0000  
Ph: (914) 347-7500

Streets: (N-S) SITE DR -RESIDENTIAL (E-W) UNION AVE

Major Street Direction.... EW

Length of Time Analyzed... 60 (min)

Analyst..... NAC

Date of Analysis..... 3/19/98

Other Information..... 2000 BUILD TRAFFIC VOLUMES - PEAK SAT

UR

DAY HOUR

Two-way Stop-controlled Intersection

|             | Eastbound |     |     |   | Westbound |     |   |   | Northbound |     |      |  | Southbound |   |   |
|-------------|-----------|-----|-----|---|-----------|-----|---|---|------------|-----|------|--|------------|---|---|
|             | L         | T   | R   |   | L         | T   | R |   | L          | T   | R    |  | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 | N | 0         | > 1 | 0 | N | 0          | > 0 | < 0  |  | 0          | 0 | 0 |
| Stop/Yield  |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| Volumes     |           | 564 | 20  |   | 20        | 514 |   |   | 37         |     | 19   |  |            |   |   |
| PHF         |           | .9  | .9  |   | .9        | .9  |   |   | .9         |     | .9   |  |            |   |   |
| Grade       |           | 0   |     |   |           | 0   |   |   |            | 0   |      |  |            |   |   |
| MC's (%)    |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| SU/RV's (%) |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| CV's (%)    |           |     |     |   |           |     |   |   |            |     |      |  |            |   |   |
| PCE's       |           |     |     |   | 1.10      |     |   |   | 1.10       |     | 1.10 |  |            |   |   |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |    |
|---------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                            | NB   | SB |
| Conflicting Flows: (vph)                                | 638  |    |
| Potential Capacity: (pcph)                              | 658  |    |
| Movement Capacity: (pcph)                               | 658  |    |
| Prob. of Queue-Free State:                              | 0.97 |    |
| Step 2: LT from Major Street                            | WB   | EB |
| Conflicting Flows: (vph)                                | 649  |    |
| Potential Capacity: (pcph)                              | 841  |    |
| Movement Capacity: (pcph)                               | 841  |    |
| Prob. of Queue-Free State:                              | 0.97 |    |
| TH Saturation Flow Rate: (pcphpl)                       | 1800 |    |
| RT Saturation Flow Rate: (pcphpl)                       |      |    |
| Major LT Shared Lane Prob.<br>of Queue-Free State:      | 0.96 |    |
| Step 4: LT from Minor Street                            | NB   | SB |
| Conflicting Flows: (vph)                                | 1231 |    |
| Potential Capacity: (pcph)                              | 205  |    |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.96 |    |
| Adjusted Impedance Factor:                              | 0.96 |    |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.96 |    |
| Movement Capacity: (pcph)                               | 196  |    |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| NB L     | 45                     | 196 >                 |                         |                                     |                                 |     |                                |
| NB R     | 23                     | 658 >                 | 257                     | 19.0                                | 1.2                             | C   | 19.0                           |
| WB L     | 24                     | 841                   |                         | 4.4                                 | 0.0                             | A   | 0.2                            |

Intersection Delay = 1.0 sec/veh

John Collins Engineers, P.C.  
 11 Bradhurst Avenue  
 Hawthorne, NY 10532-0000  
 Ph: (914) 347-7500

Streets: (N-S) SITE DRIVE - RETAIL (E-W) UNION AVE  
 Major Street Direction.... EW  
 Length of Time Analyzed... 60 (min)  
 Analyst..... NAC  
 Date of Analysis..... 3/19/98  
 Other Information..... 2000 BUILD TRAFFIC VOLUMES - PEAK AM

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## Two-way Stop-controlled Intersection

|             | Eastbound |     |     | Westbound |     |   | Northbound |   |      | Southbound |   |   |
|-------------|-----------|-----|-----|-----------|-----|---|------------|---|------|------------|---|---|
|             | L         | T   | R   | L         | T   | R | L          | T | R    | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 | 0         | 1   | 0 | 0          | 0 | 1    | 0          | 0 | 0 |
| Stop/Yield  |           |     | N   |           |     | N |            |   |      |            |   |   |
| Volumes     |           | 471 | 33  |           | 535 |   |            |   | 59   |            |   |   |
| PHF         |           | .9  | .9  |           | .9  |   |            |   | .9   |            |   |   |
| Grade       |           | 0   |     |           | 0   |   |            | 0 |      |            |   |   |
| MC's (%)    |           |     |     |           |     |   |            |   | 0    |            |   |   |
| SU/RV's (%) |           |     |     |           |     |   |            |   | 4    |            |   |   |
| CV's (%)    |           |     |     |           |     |   |            |   | 2    |            |   |   |
| PCE's       |           |     |     |           |     |   |            |   | 1.04 |            |   |   |

## Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |



Worksheet for TWSC Intersection

|                              |      |    |
|------------------------------|------|----|
| Step 1: RT from Minor Street | NB   | SB |
| Conflicting Flows: (vph)     | 542  |    |
| Potential Capacity: (pcph)   | 736  |    |
| Movement Capacity: (pcph)    | 736  |    |
| Prob. of Queue-Free State:   | 0.91 |    |

Intersection Performance Summary

| Movement | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |
|----------|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|
| NB R     | 69               | 736             |                   | 5.4                        | 0.3                    | B   | 5.4                      |

Intersection Delay = 0.3 sec/veh

John Collins Engineers, P.C.  
 11 Bradhurst Avenue  
 Hawthorne, NY 10532-0000  
 Ph: (914) 347-7500

Streets: (N-S) SITE DRIVE - RETAIL (E-W) UNION AVE  
 Major Street Direction.... EW  
 Length of Time Analyzed... 60 (min)  
 Analyst..... NAC  
 Date of Analysis..... 3/19/98  
 Other Information.....

2000 BUILD TRAFFIC VOLUMES - PEAK PM

HO

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Two-way Stop-controlled Intersection

|             | Eastbound |     |     | Westbound |     |   | Northbound |   |      | Southbound |   |   |
|-------------|-----------|-----|-----|-----------|-----|---|------------|---|------|------------|---|---|
|             | L         | T   | R   | L         | T   | R | L          | T | R    | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 | 0         | 1   | 0 | 0          | 0 | 1    | 0          | 0 | 0 |
| Stop/Yield  |           |     | N   |           |     | N |            |   |      |            |   |   |
| Volumes     |           | 533 | 102 |           | 646 |   |            |   | 135  |            |   |   |
| PHF         |           | .9  | .9  |           | .9  |   |            |   | .9   |            |   |   |
| Grade       |           | 0   |     |           | 0   |   |            | 0 |      |            |   |   |
| MC's (%)    |           |     |     |           |     |   |            |   |      |            |   |   |
| SU/RV's (%) |           |     |     |           |     |   |            |   |      |            |   |   |
| CV's (%)    |           |     |     |           |     |   |            |   |      |            |   |   |
| PCE's       |           |     |     |           |     |   |            |   | 1.10 |            |   |   |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                              |      |    |
|------------------------------|------|----|
| Step 1: RT from Minor Street | NB   | SB |
| Conflicting Flows: (vph)     | 648  |    |
| Potential Capacity: (pcph)   | 650  |    |
| Movement Capacity: (pcph)    | 650  |    |
| Prob. of Queue-Free State:   | 0.75 |    |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| NB R     | 165                    | 650                   |                         | 7.4                                 | 1.2                             | B   | 7.4                            |

Intersection Delay = 0.7 sec/veh

John Collins Engineers, P.C.  
11 Bradhurst Avenue  
Hawthorne, NY 10532-0000  
Ph: (914) 347-7500

Streets: (N-S) SITE DRIVE - RETAIL (E-W) UNION AVE

Major Street Direction.... EW

Length of Time Analyzed... 60 (min)

Analyst..... NAC

Date of Analysis..... 3/19/98

Other Information.....

2000 BUILD TRAFFIC VOLUMES - PEAK SAT

DAY HOUR

Two-way Stop-controlled Intersection

|             | Eastbound |     |     |   | Westbound |     |   |   | Northbound |   |      |  | Southbound |   |   |
|-------------|-----------|-----|-----|---|-----------|-----|---|---|------------|---|------|--|------------|---|---|
|             | L         | T   | R   |   | L         | T   | R |   | L          | T | R    |  | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 |   | 0         | 1   | 0 |   | 0          | 0 | 1    |  | 0          | 0 | 0 |
| Stop/Yield  |           |     |     | N |           |     |   | N |            |   |      |  |            |   |   |
| Volumes     |           | 470 | 112 |   |           | 534 |   |   |            |   | 158  |  |            |   |   |
| PHF         |           | .9  | .9  |   |           | .9  |   |   |            |   | .9   |  |            |   |   |
| Grade       |           | 0   |     |   |           | 0   |   |   |            | 0 |      |  |            |   |   |
| MC's (%)    |           |     |     |   |           |     |   |   |            |   |      |  |            |   |   |
| SU/RV's (%) |           |     |     |   |           |     |   |   |            |   |      |  |            |   |   |
| CV's (%)    |           |     |     |   |           |     |   |   |            |   |      |  |            |   |   |
| PCE's       |           |     |     |   |           |     |   |   |            |   | 1.10 |  |            |   |   |

#### Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

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Worksheet for TWSC Intersection

|                              |      |    |
|------------------------------|------|----|
| Step 1: RT from Minor Street | NB   | SB |
| Conflicting Flows: (vph)     | 584  |    |
| Potential Capacity: (pcph)   | 701  |    |
| Movement Capacity: (pcph)    | 701  |    |
| Prob. of Queue-Free State:   | 0.72 |    |

Intersection Performance Summary

| Movement | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |
|----------|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|
| NB R     | 194              | 701             |                   | 7.1                        | 1.3                    | B   | 7.1                      |

Intersection Delay = 0.9 sec/veh

APPENDIX "D"

STANDARDS

# 1. LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Specifically, level-of-service criteria are stated in terms of the average stopped delay per vehicle for a 15-minute analysis period. The criteria are given in table 9-1 from the 1985 Highway Capacity Manual published by the Transportation Research Board in their Special Report 209.

Delay is a complex measure, and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group or approach in question.

Table 9-1. Level-of-Service Criteria for Signalized Intersections

| Level of Service | Stopped Delay<br>Per Vehicle<br>(Sec) |
|------------------|---------------------------------------|
| A                | ≤ 5.0                                 |
| B                | 5.1 to 15.0                           |
| C                | 15.1 to 25.0                          |
| D                | 25.1 to 40.0                          |
| E                | 40.1 to 60.0                          |
| F                | > 60.0                                |

Level-of-Service A describes operations with very low delay, i.e., less than 5.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level-of-Service B describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.

Level-of-Service C describes operations with delay in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Level-of-Service D describes operations with delay in the range of 25.1 to 40.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

Level-of-Service E describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.



Level-of-Service F describes operations with delay in excess of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

## 2. LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

The Level of Service for unsignalized intersections is defined in terms of total delay. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. The Level of Service Criteria are given in Table 10-3.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

TABLE 10-3 LEVEL OF SERVICE CRITERIA  
FOR TWSC INTERSECTIONS

| LEVEL OF SERVICE | AVERAGE TOTAL DELAY<br>(SEC/VEH) |
|------------------|----------------------------------|
| A                | $\leq 5$                         |
| B                | $>5$ AND $\leq 10$               |
| C                | $>10$ AND $\leq 20$              |
| D                | $>20$ AND $\leq 30$              |
| E                | $>30$ AND $\leq 45$              |
| F                | $>45$                            |

The proposed Level of Service Criteria for TWSC intersections are somewhat different from the criteria for signalized intersections.

# JOHN COLLINS ENGINEERS, P.C.

TRAFFIC • TRANSPORTATION ENGINEERS

11 BRADHURST AVENUE • HAWTHORNE, N.Y. • 10532 • (914) 347-7500 • FAX (914) 347-7266

May 6, 1999

Mr. Tom Myers  
New York State Department  
of Transportation  
4 Burnett Boulevard  
Poughkeepsie, New York 12603

Re: Route 32/C.R. 69 Improvements  
New Windsor, New York

Dear Tom:

To supplement our submission of yesterday that included the modified highway improvement plans, Shaw Engineering drainage reports, site plan and documentation, we are forwarding herewith the supplementary traffic impact analysis for the above referenced project.

The attached data has been revised to incorporate the latest site plan and access geometrics. Included are:

- The elimination of a separate right turn lane at the main site access on Route 32 (opposite Wall Place).
- Inclusion of a separate left turn lane on Union Avenue westbound at the easterly most site driveway.
- The introduction of a separate right turn entry off of Route 32 southbound into the site which is furnished with a separate right turn lane.

As part of this submission you will find a set of figures (Figures No. 1 through 15 and 8A through 15A) that reflect the above

mentioned changes. Also, we have included copies of the intersection capacity analysis (Build condition only) for each of these locations for the AM, PM and Saturday Peak Hour periods. Included are the intersections of the main site driveway at Route 32 as well as the intersection of Route 32 and C.R. 69 (Union Avenue), and the two unsignalized site access drives to C.R. 69.

We have also enclosed Table No. 1 which indicates the hourly trip generation rates and the anticipated site generated traffic. We have indicated on this table each of the land uses proposed. As discussed with you previously, only the retail portion of the development will be constructed initially with the residential uses to follow. For the purpose of this analysis we have assumed the Year 2000 Design Year. We have taken a 25% bypass credit (where 40% is deemed appropriate by ITE) and we have not taken any interplay credit for the effect of traffic generated from within development, a conservative approach.

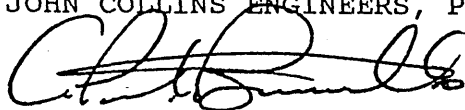
We have also attached Table No. 2, a level of service summary table that indicates the Existing, No-Build and Build levels of service anticipated at each of the four intersection locations. We have not duplicated the Existing or No-Build analyses in this submission since they are unchanged from our previous submission.

As a review of the table indicates and considering the fact we have use a conservative approach, each of the locations will operate at satisfactory levels of service upon full build-out of the development and with implementation of the improvements as identified on the roadway improvement plan set submitted to you. Based on the analysis, we would recommend installation of the signal at the site access upon completion of the retail portion of the site to minimize delays. (See last three capacity sets for unsignalized level of service at the main driveway with retail only).

Finally, I have attached for your information a copy of the profile of the access drive. If you have any questions on the attached, please do not hesitate to contact me.

Very truly yours,

JOHN COLLINS ENGINEERS, P.C.

A handwritten signature in dark ink, appearing to read 'A. Peter Russillo', written over the typed name.

A. Peter Russillo, P.E.

d.951.3myers

Attachments

TABLE 1  
HOURLY TRIP GENERATION RATES (HTGR) AND  
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

|                       | <u>Entry</u>  |                | <u>Exit</u> |               |                |            |
|-----------------------|---------------|----------------|-------------|---------------|----------------|------------|
| <u>Land Use</u>       | <u>HTGR</u>   | <u>Volume</u>  | <u>HTGR</u> | <u>Volume</u> |                |            |
| Retail                |               |                |             |               |                |            |
| (59, 500 s.f.)        |               |                |             |               |                |            |
| AM Peak Hour          | 1.16          | 70             | 0.79        | 47            |                |            |
| PM Peak Hour          | 3.96          | 236            | 3.96        | 236           |                |            |
| SAT Peak Hour         | 5.23          | 311            | 5.23        | 311           |                |            |
| Bank (4500 s.f.)      |               |                |             |               |                |            |
| AM Peak Hour          | 7.07          | 32             | 5.56        | 25            |                |            |
| PM Peak Hour          | 27.36         | 123            | 27.36       | 123           |                |            |
| SAT Peak Hour         | 21.09         | 95             | 21.09       | 95            |                |            |
| Rest. (High Turnover) |               |                |             |               |                |            |
| (4875 s.f.)           |               |                |             |               |                |            |
| AM Peak Hour          | 4.64          | 23             | 4.64        | 23            |                |            |
| PM Peak Hour          | 6.52          | 32             | 4.34        | 21            |                |            |
| SAT Peak Hour         | 12.60         | 61             | 7.40        | 36            |                |            |
| Pharmacy              |               |                |             |               |                |            |
| (10, 125 s.f.)        |               |                |             |               |                |            |
| AM Peak Hour          | 1.78          | 18             | 1.16        | 12            |                |            |
| PM Peak Hour          | 3.82          | 39             | 3.82        | 39            |                |            |
| SAT Peak Hour         | 3.82          | 39             | 3.82        | 39            |                |            |
| <u>TOTALS</u>         |               |                |             |               |                |            |
|                       | <u>Volume</u> | <u>By-Pass</u> | <u>New</u>  | <u>Volume</u> | <u>By-Pass</u> | <u>New</u> |
| AM                    | 143           | 36             | 107         | 107           | 27             | 80         |
| PM                    | 430           | 107            | 323         | 419           | 105            | 314        |
| SAT                   | 506           | 126            | 380         | 481           | 120            | 361        |

TABLE 1 (cont'd)

| <u>Land Use</u> | <u>Entry</u> |               | <u>Exit</u> |               |
|-----------------|--------------|---------------|-------------|---------------|
|                 | <u>HTGR</u>  | <u>Volume</u> | <u>HTGR</u> | <u>Volume</u> |
| Single Family   |              |               |             |               |
| 47 Units        |              |               |             |               |
| AM              | 0.23         | 11            | 0.66        | 31            |
| PM              | 0.75         | 35            | 0.43        | 20            |
| SAT             | 0.62         | 29            | 0.55        | 26            |

## Condominiums

161 Units

|     |      |    |      |    |
|-----|------|----|------|----|
| AM  | 0.08 | 13 | 0.39 | 63 |
| PM  | 0.38 | 61 | 0.19 | 30 |
| SAT | 0.30 | 48 | 0.26 | 41 |

## TOTALS

|     | <u>Entry</u> | <u>EXIT</u> |
|-----|--------------|-------------|
| AM  | 24           | 94          |
| PM  | 96           | 50          |
| SAT | 77           | 67          |

TABLE NO. 2

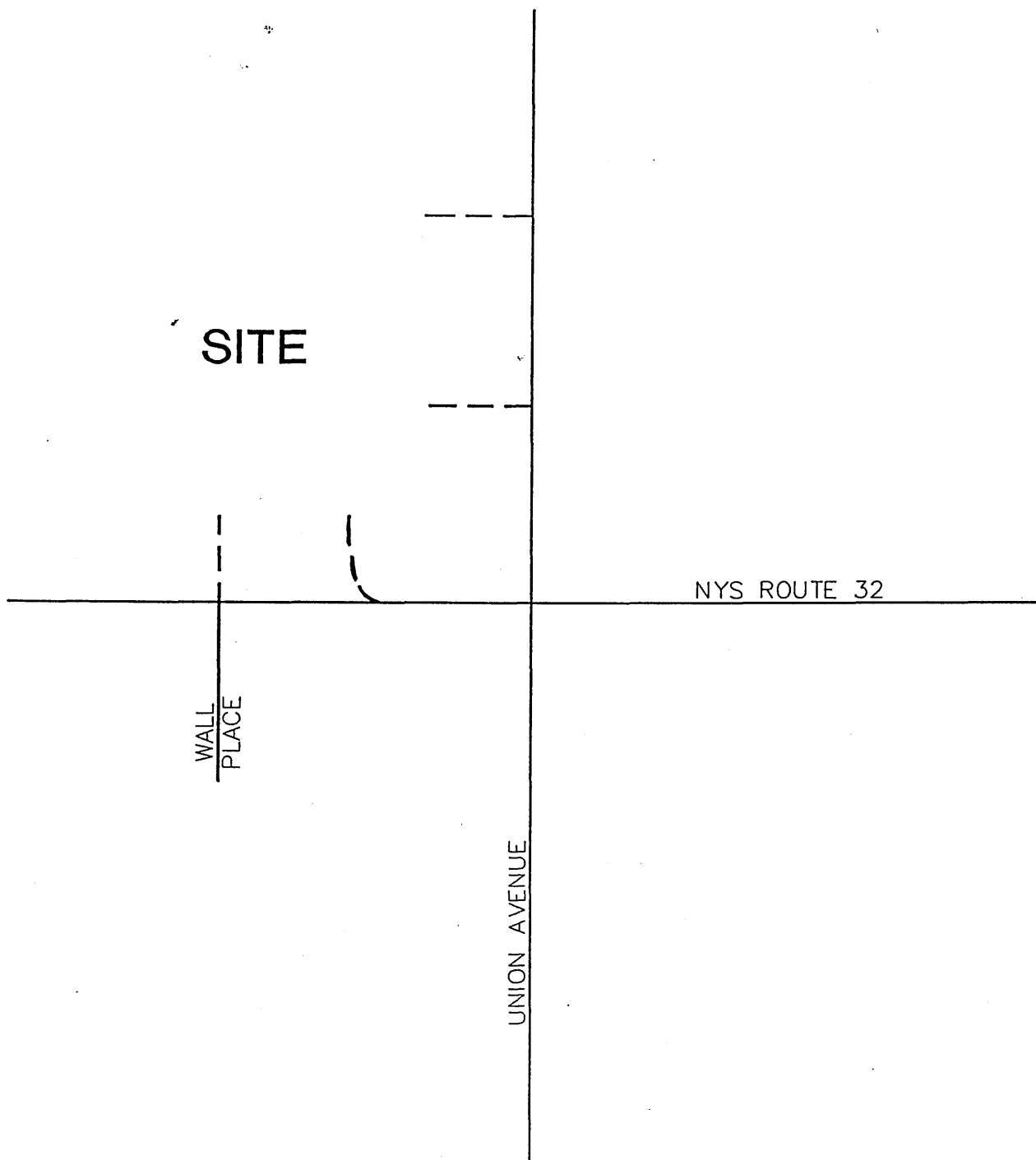
## LEVEL OF SERVICE SUMMARY TABLE

|    | LOCATION                                    | 1997 EXISTING |         |         | 2000 NO-BUILD |         |         | 2000 BUILD |          |          |
|----|---------------------------------------------|---------------|---------|---------|---------------|---------|---------|------------|----------|----------|
|    |                                             | AM            | PM      | SAT     | AM            | PM      | SAT     | AM         | PM       | SAT      |
| 1. | NYS RTE 32 &<br>UNION AVENUE                | C[17.3]       | C[19.3] | C[19.2] | C[18.3]       | C[21.1] | C[20.8] | C[20.8]    | D[31.3]  | D[26.0]  |
| 2. | NYS RTE 32 &<br>SITE DRIVEWAY               | EB APPROACH   | N/A     | N/A     | N/A           | N/A     | N/A     | C[17.1]    | F[444.1] | F[537.3] |
|    |                                             | WB APPROACH   | C[11.1] | C[15.3] | C[10.6]       | C[12.0] | C[16.9] | C[11.5]    | E[32.4]  | D[24.6]  |
|    |                                             | NB LEFT       | N/A     | N/A     | N/A           | N/A     | N/A     | A[0.3]     | B[1.1]   | B[1.2]   |
|    |                                             | SB LEFT       | A[3.7]  | A[4.4]  | A[4.3]        | A[3.8]  | A[4.6]  | A[0.0]     | A[0.0]   | A[0.0]   |
|    | WITH SIGNAL                                 | N/A           | N/A     | N/A     | N/A           | N/A     | N/A     | B[11.9]    | C[19.2]  | C[19.9]  |
| 3. | UNION AVENUE &<br>RESIDENTIAL SITE DRIVEWAY | NB APPROACH   | N/A     | N/A     | N/A           | N/A     | N/A     | C[16.9]    | D[20.6]  | C[14.8]  |
|    |                                             | WB LEFT       | N/A     | N/A     | N/A           | N/A     | N/A     | A[0.1]     | A[0.0]   | A[0.0]   |
| 4. | UNION AVENUE &<br>RETAIL SITE DRIVEWAY      | NB RIGHT      | N/A     | N/A     | N/A           | N/A     | N/A     | B[5.1]     | B[6.6]   | B[6.1]   |
|    |                                             | WB LEFT       | N/A     | N/A     | N/A           | N/A     | N/A     | A[0.1]     | A[0.4]   | A[0.5]   |

1. THE ABOVE SUMMARIZES THE OVERALL LEVEL OF SERVICE AND AVERAGE VEHICLE DELAY, B[10.0], IN SECONDS FOR THE SIGNALIZED AND UNSIGNALIZED INTERSECTIONS.

2. \* IMPROVEMENTS INCLUDE INSTALLATION OF EB RIGHT TURN LANE AS WELL AS A SIGNAL TIMING AND PHASING MODIFICATION





3E3.DWG

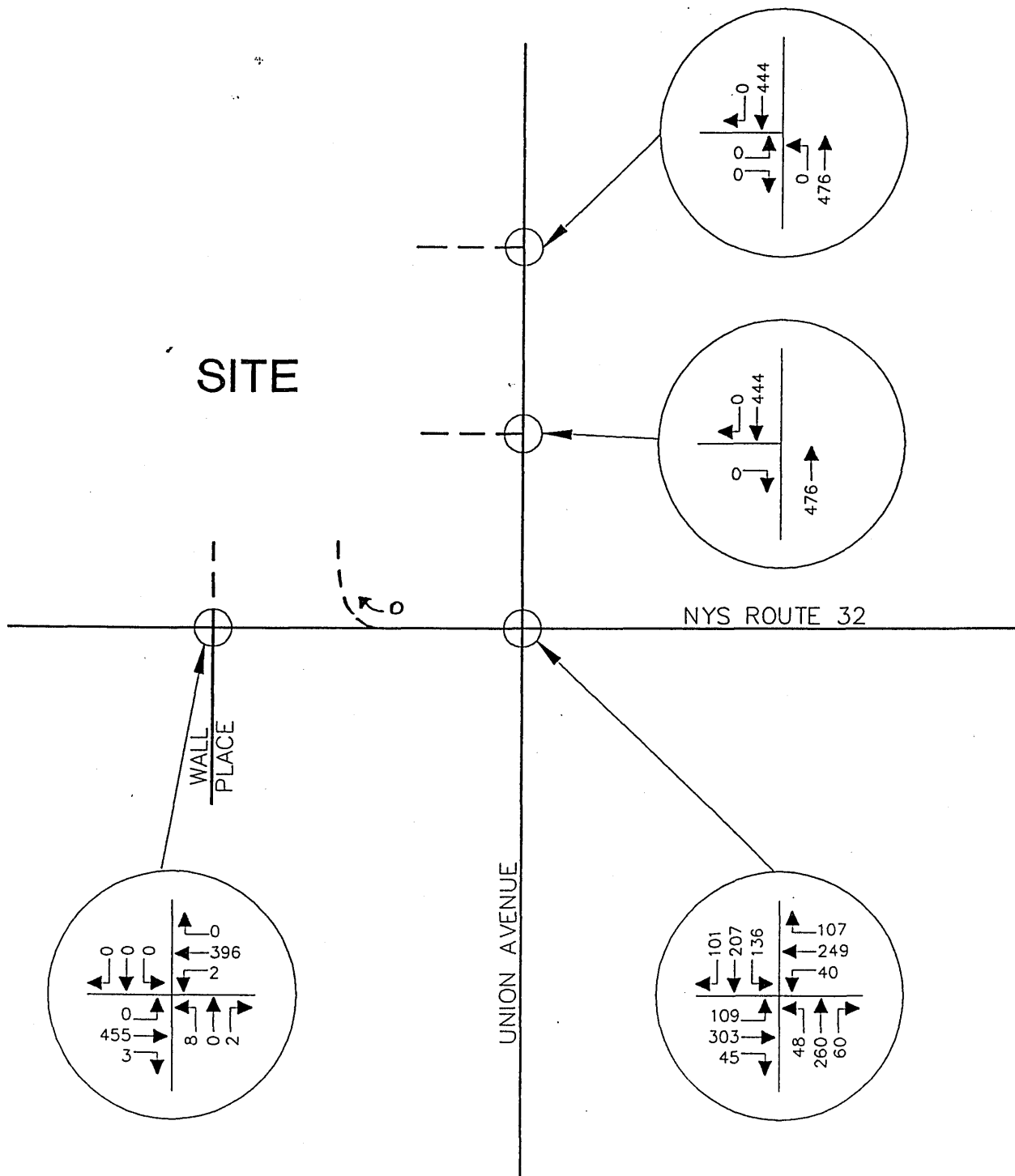
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
EW WINDSOR, NY

SITE LOCATION MAP

JOHN COLLINS ENGINEERS, P.C.  
AWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 1



3E3.DWG

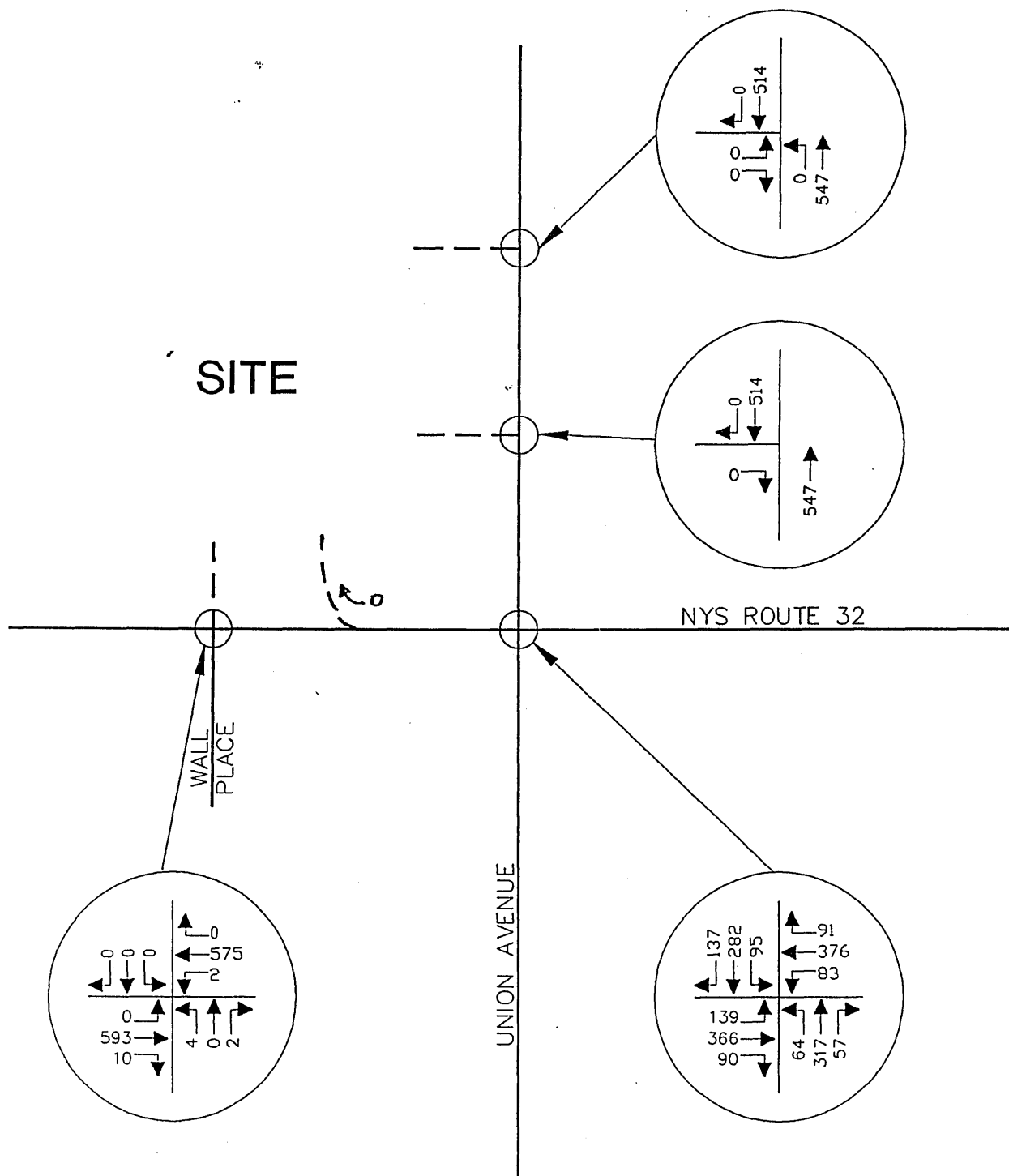
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**1997 EXISTING TRAFFIC VOLUMES  
PEAK AM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
AWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 2**



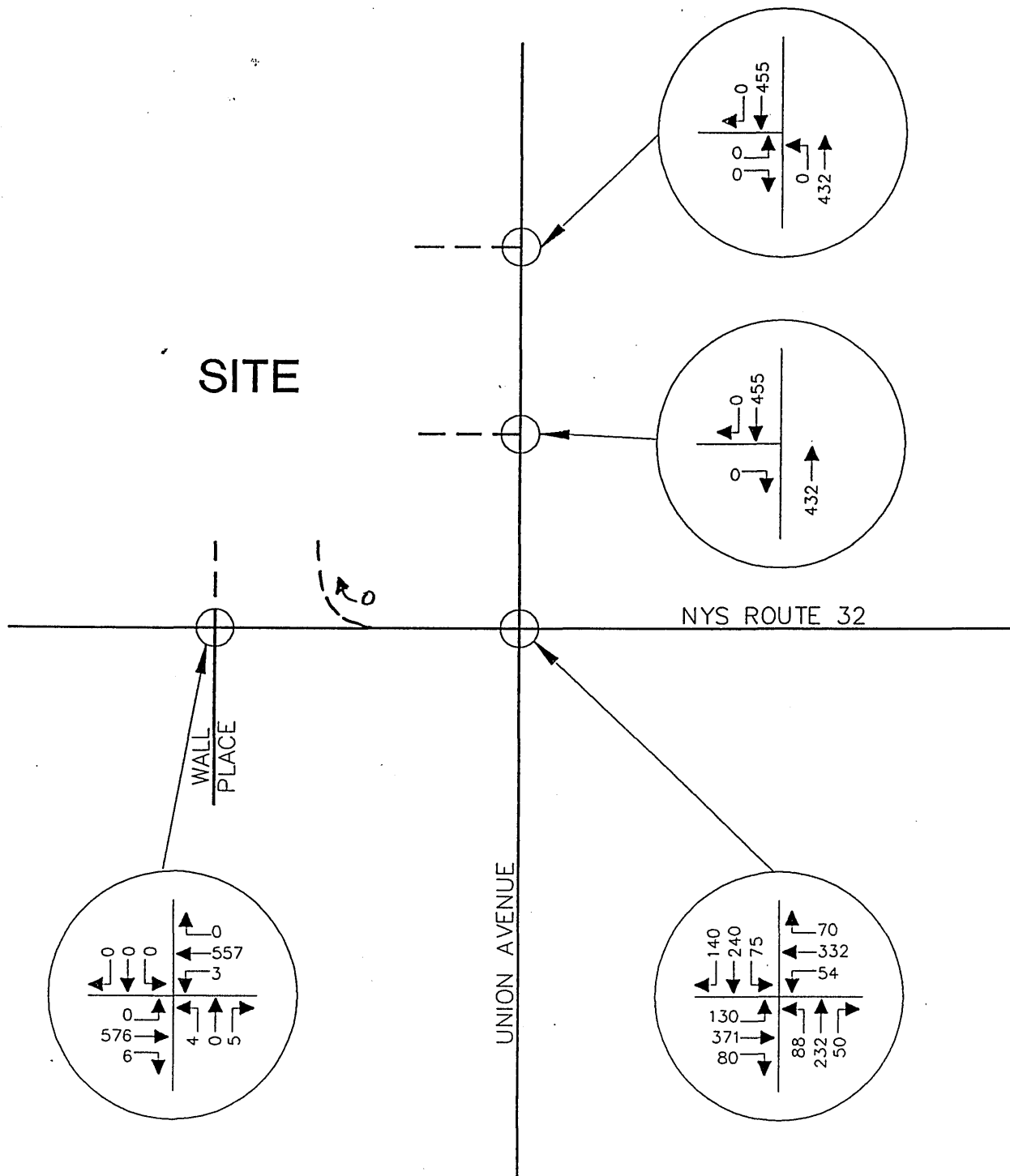
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
EW WINDSOR, NY

1997 EXISTING TRAFFIC VOLUMES  
PEAK PM HOUR

JOHN COLLINS ENGINEERS, P.C.  
AWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 3



SE3.DWG

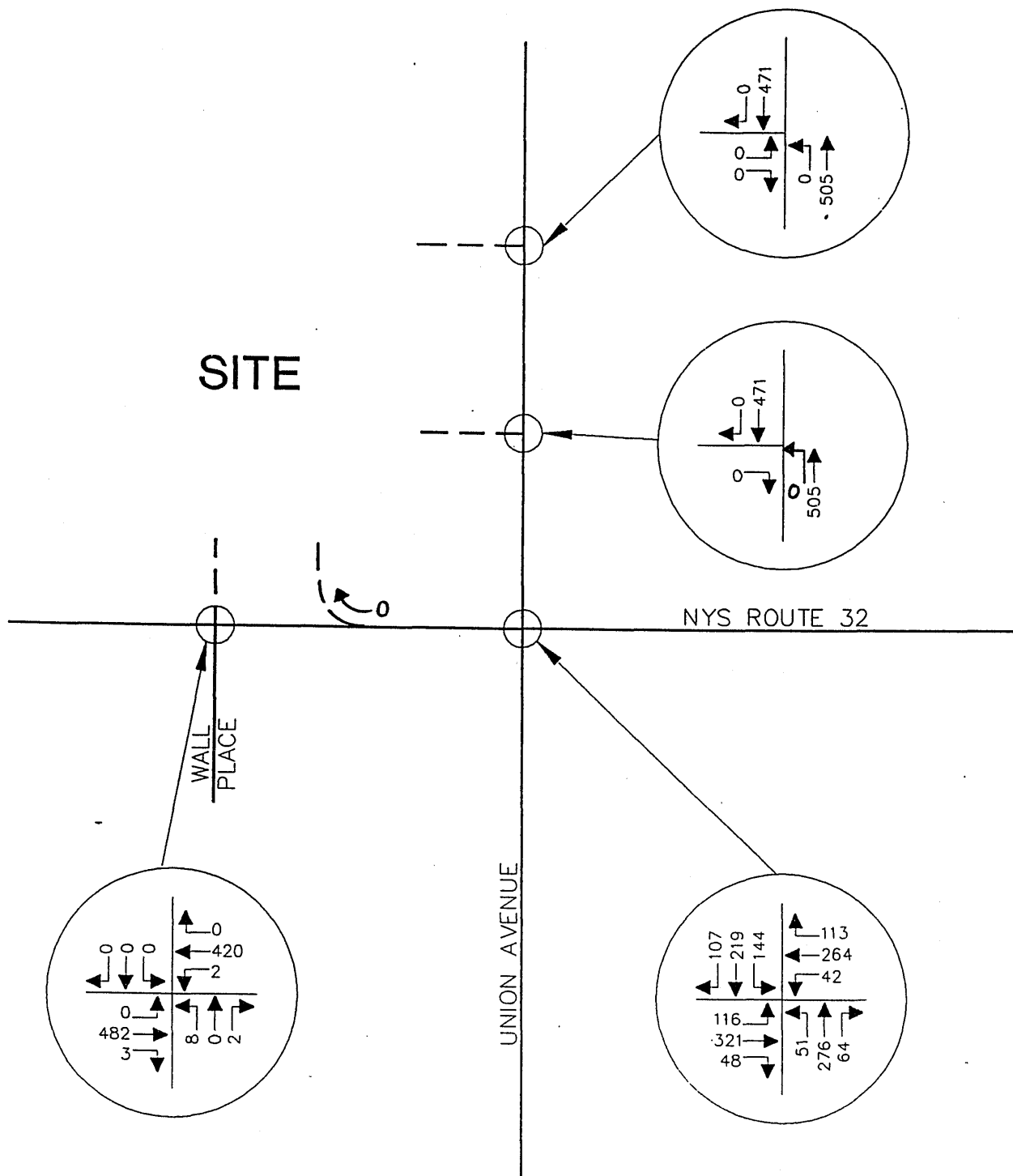
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**1997 EXISTING TRAFFIC VOLUMES  
PEAK SATURDAY HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
AWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 4**



E3.DWG

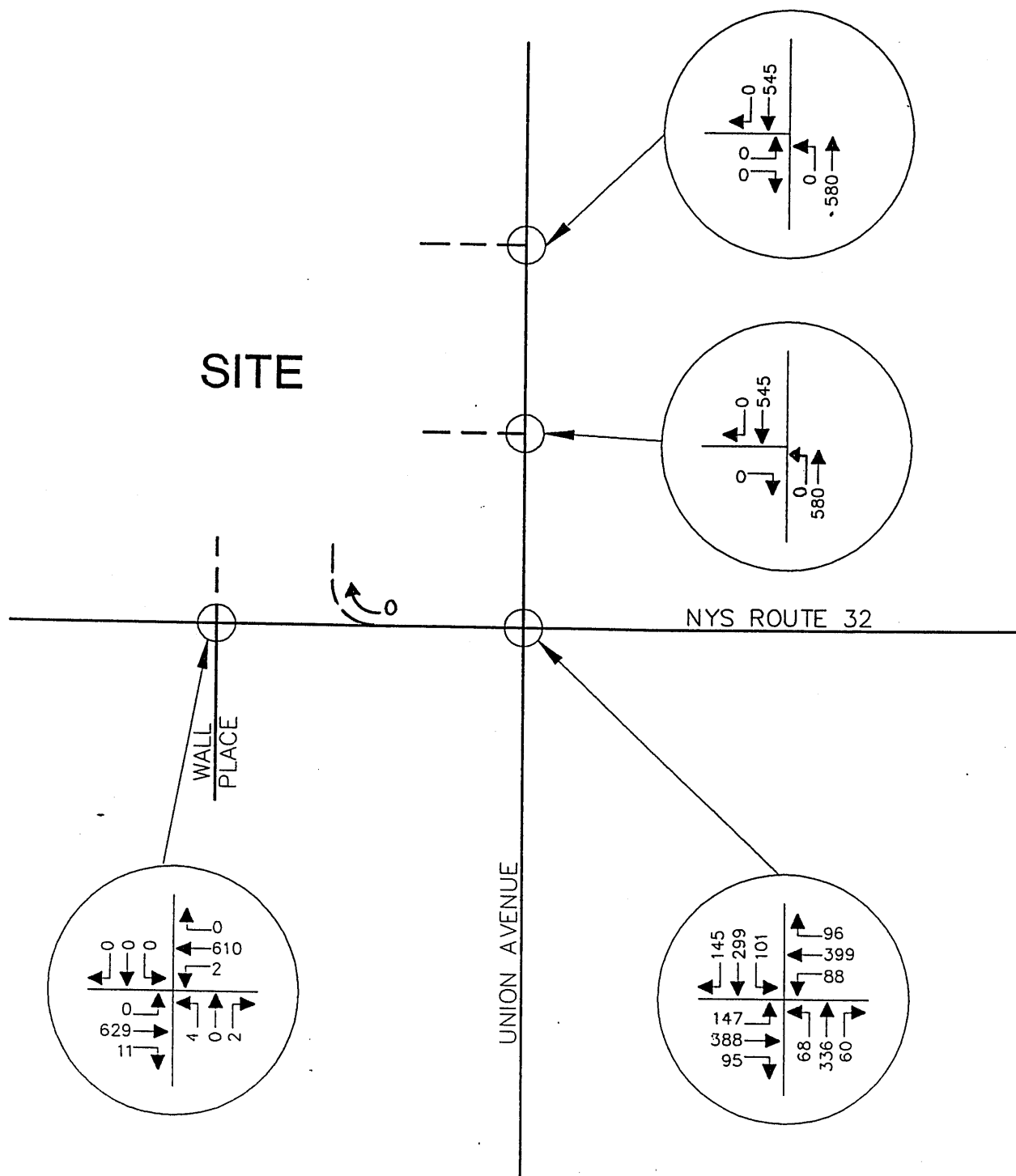
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**2000 NO-BUILD TRAFFIC VOLUMES  
PEAK AM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
AWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 5**



E3.DWG

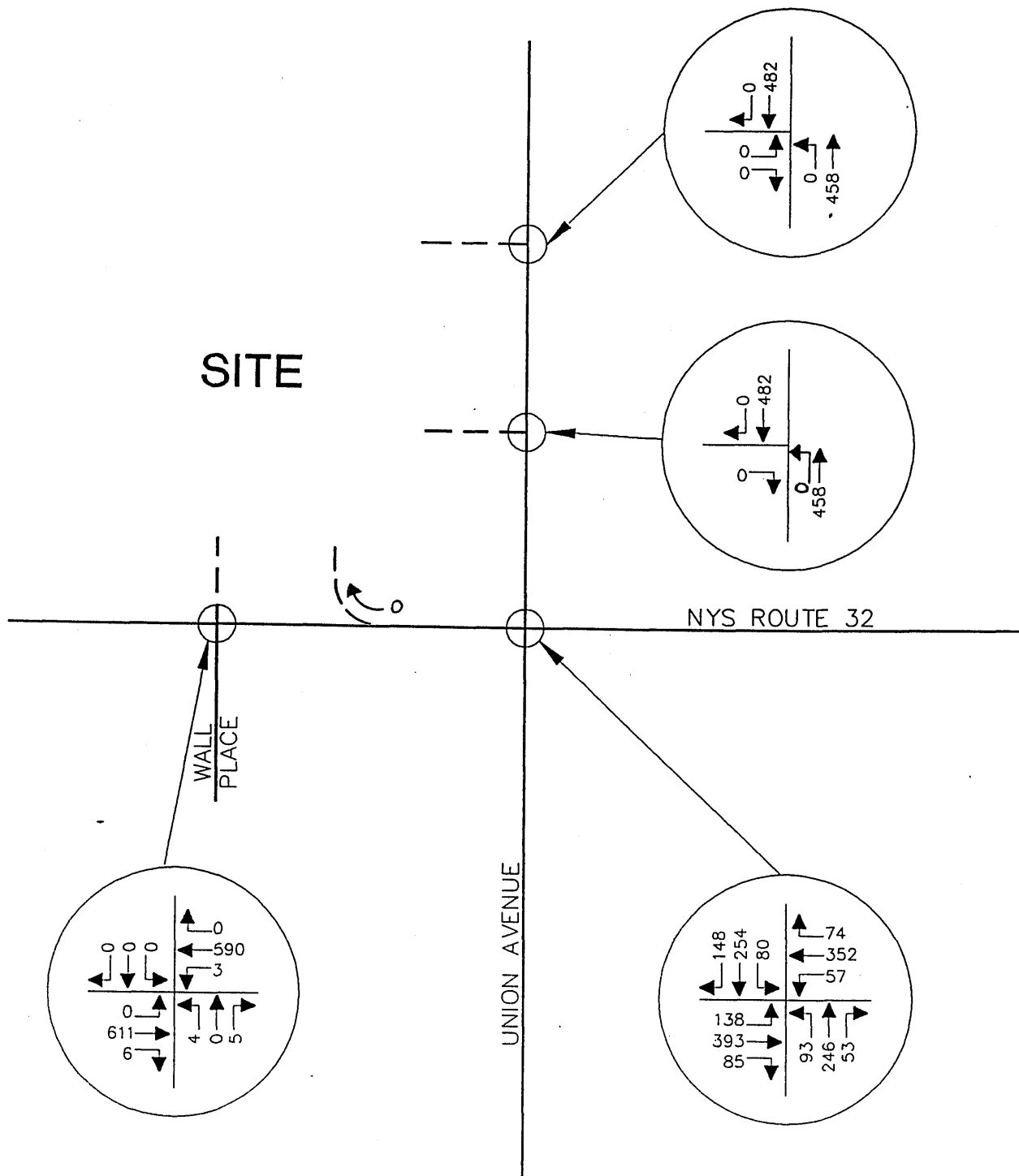
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT**  
**EW WINDSOR, NY**

**2000 NO-BUILD TRAFFIC VOLUMES**  
**PEAK PM HOUR**

**JOHN COLLINS ENGINEERS, P.C.**  
**AWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 6**



E3.DWG

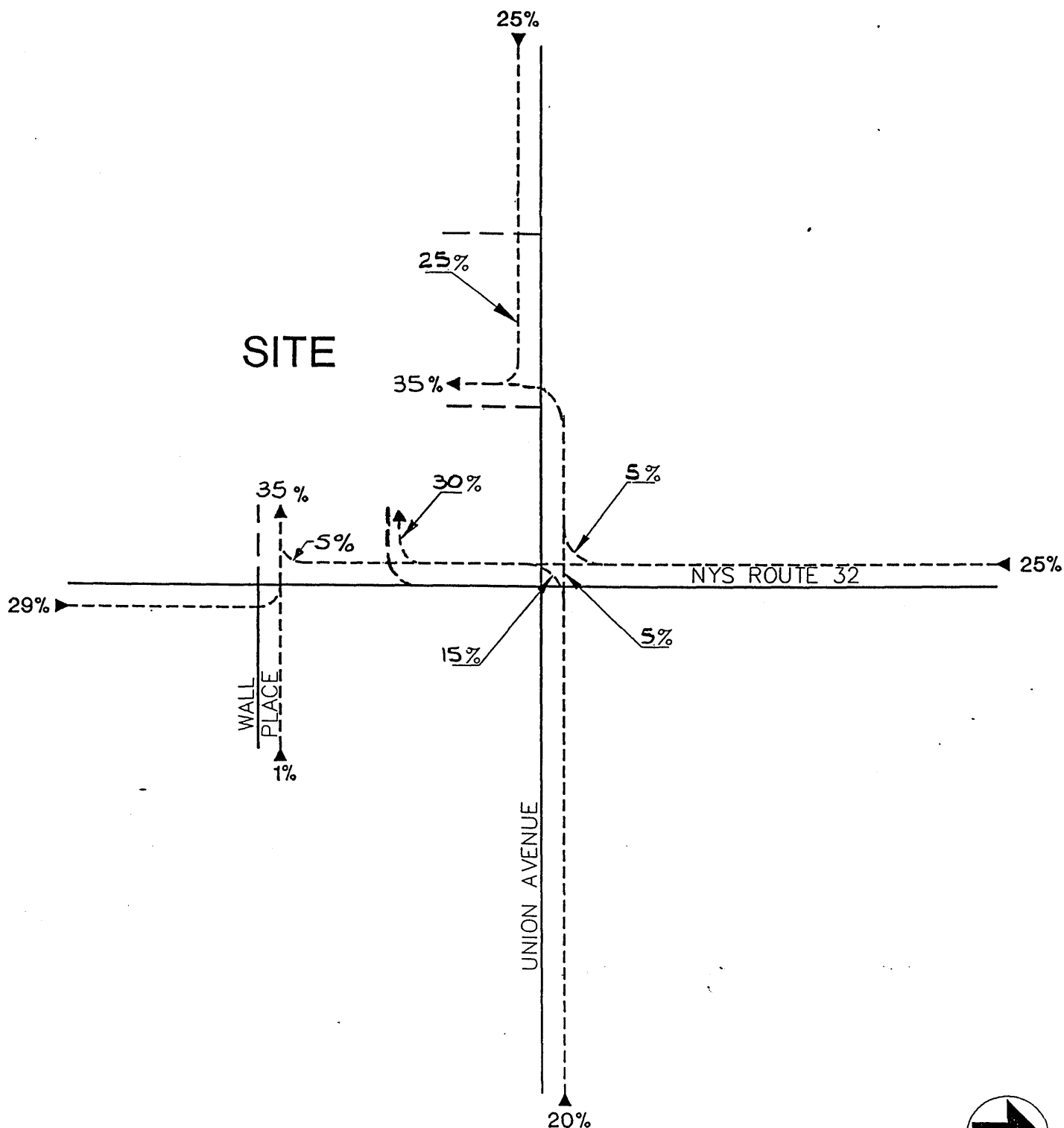
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

2000 NO-BUILD TRAFFIC VOLUMES  
PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.  
AWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 7



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

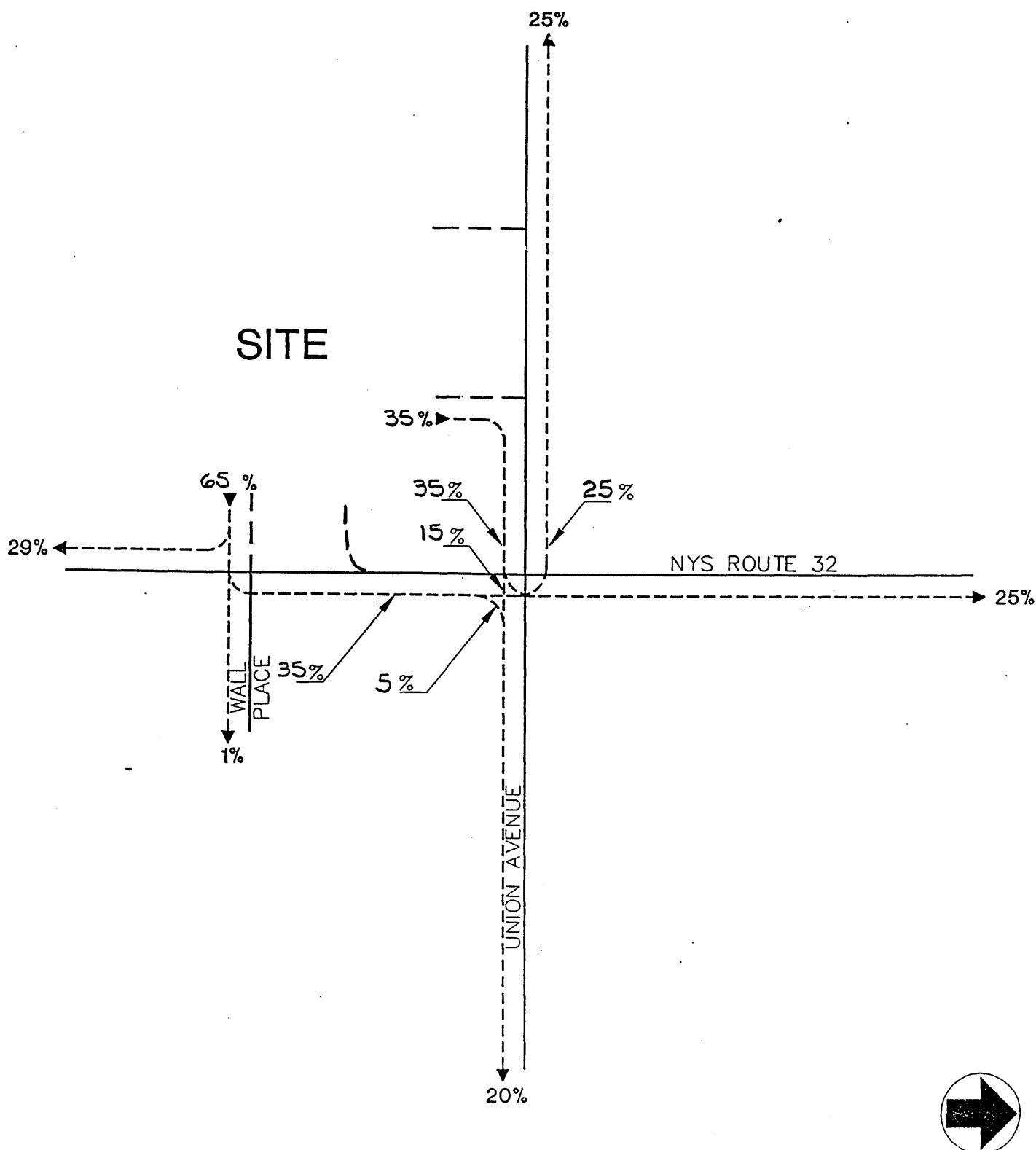
MODIFIED USE DEVELOPMENT  
NEW WINDSOR, NY

ARRIVAL DISTRIBUTION

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 8





951BASE3.DWG

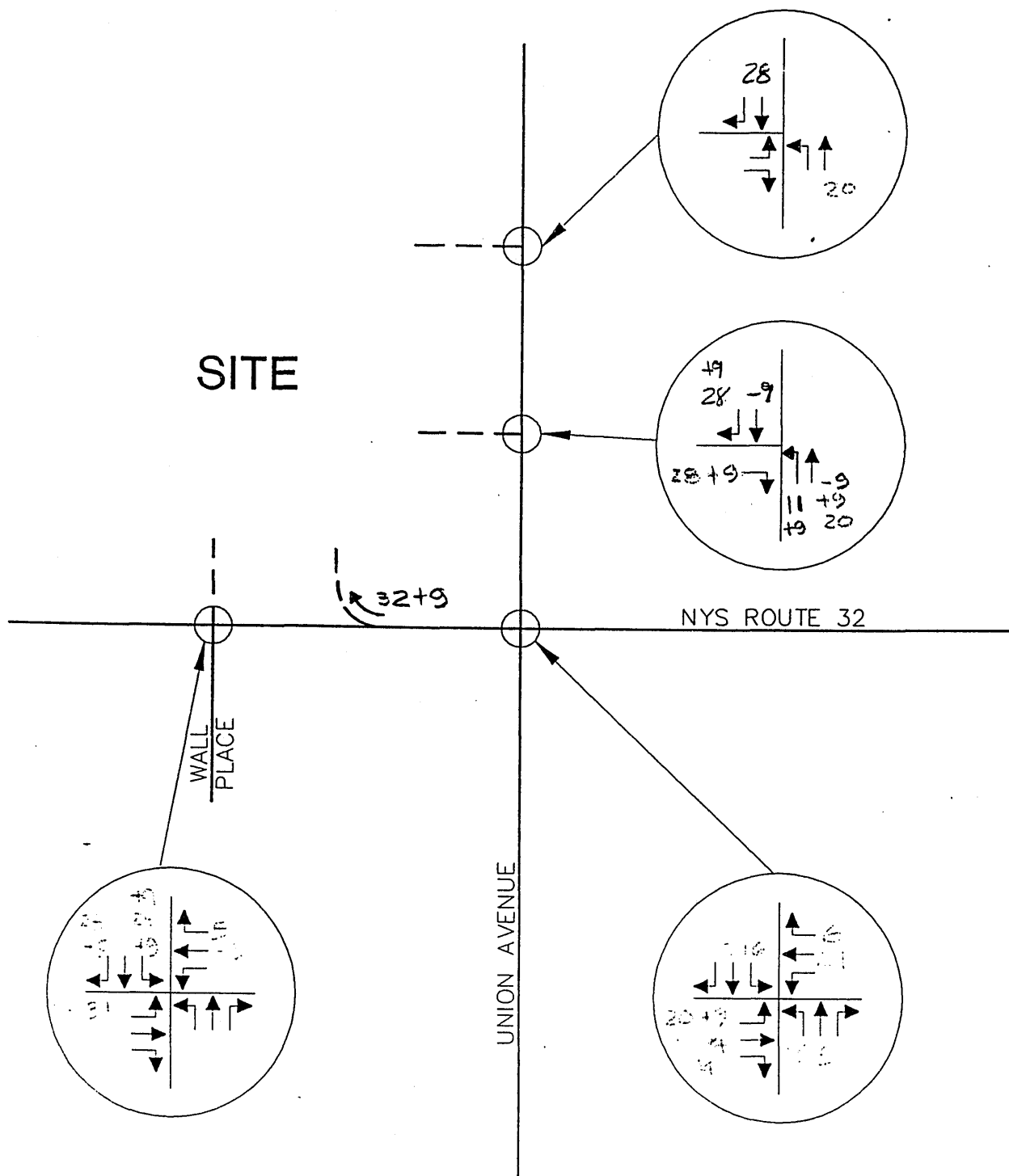
NOTE: LINE DIAGRAM NOT TO SCALE

RESIDENTIAL USE DEVELOPMENT  
NEW WINDSOR, NY

DEPARTURE DISTRIBUTION  
Return

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 9



351BASE3.DWG

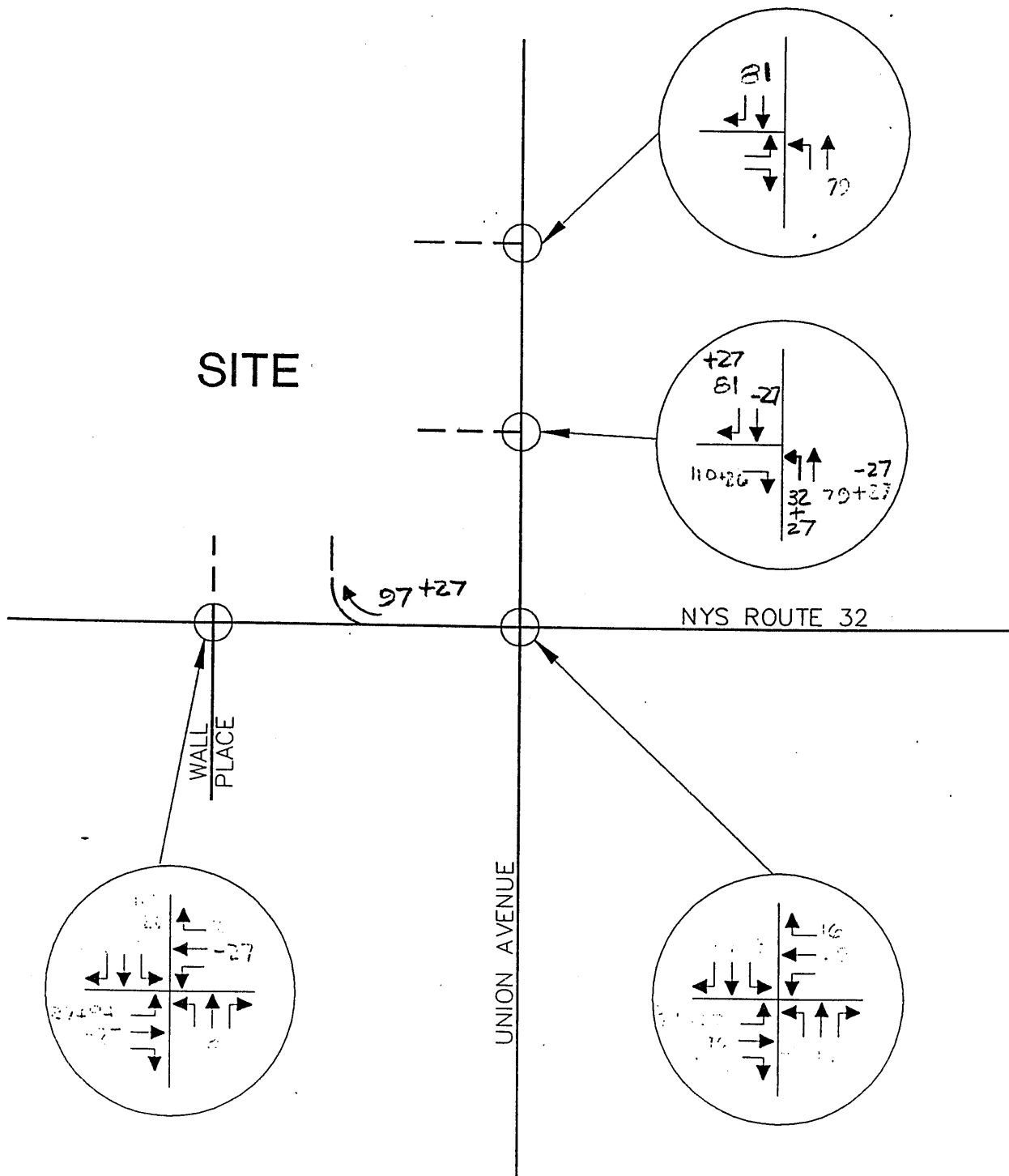
NOTE: LINE DIAGRAM NOT TO SCALE

UNLDED USE DEVELOPMENT  
NEW WINDSOR, NY

SITE GENERATED TRAFFIC VOLUMES  
PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 10



251 BASE3.DWG

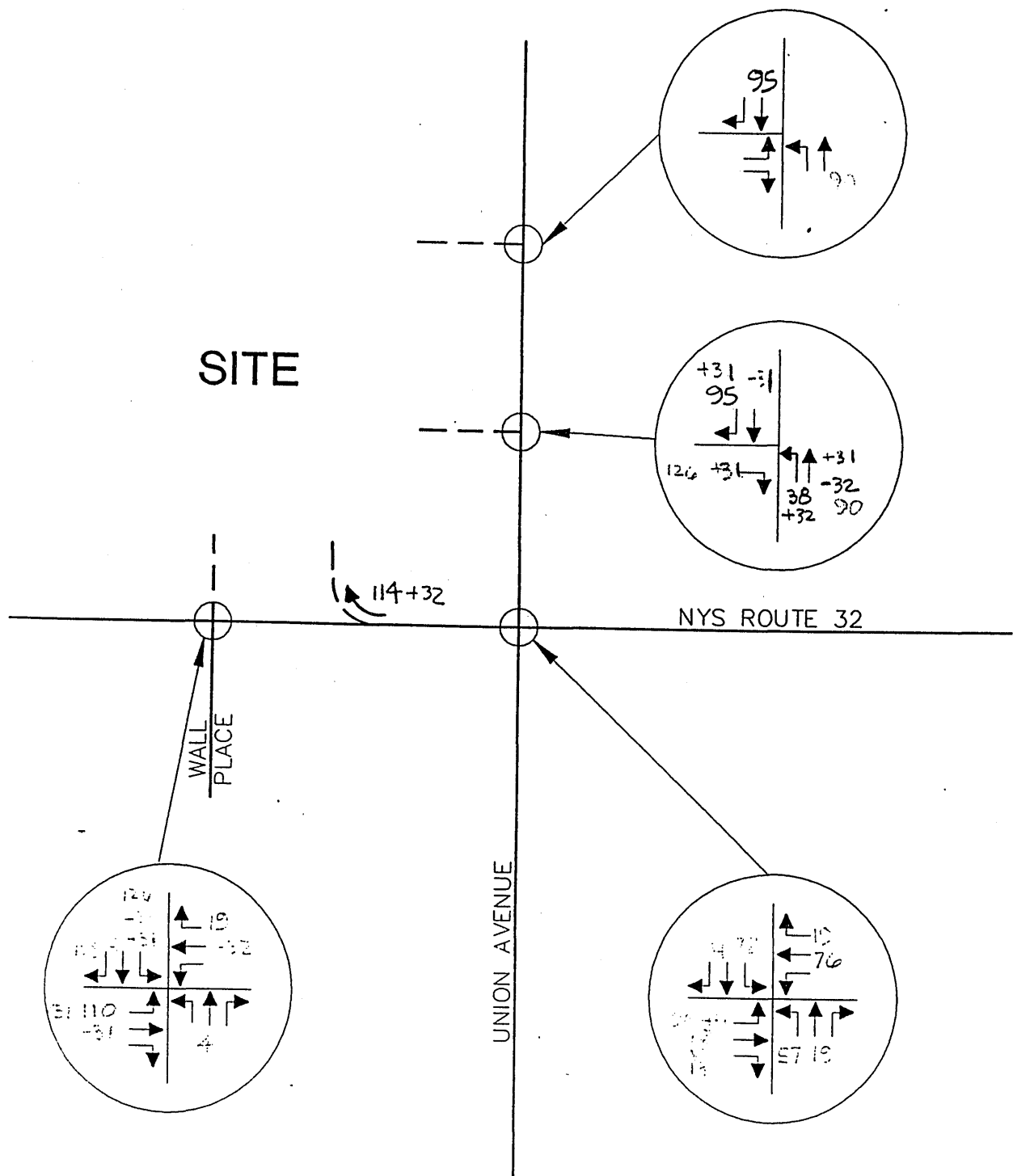
NOTE: LINE DIAGRAM NOT TO SCALE

**MIXED USE DEVELOPMENT  
NEW WINDSOR, NY**

**SITE GENERATED TRAFFIC VOLUMES  
PEAK PM HOUR**

**JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK**

**PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 11**



NOTE: LINE DIAGRAM NOT TO SCALE

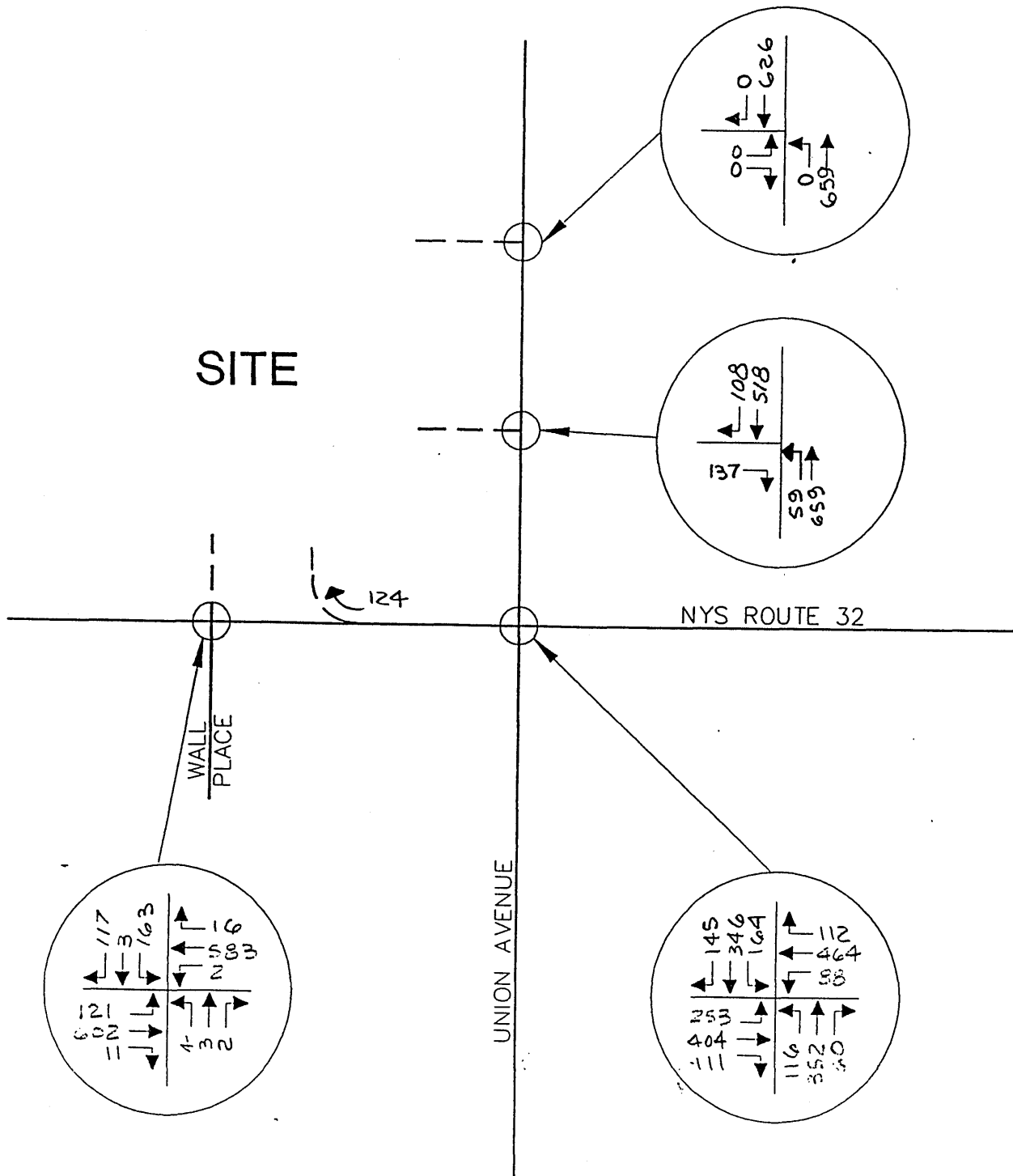
MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

SITE GENERATED TRAFFIC VOLUMES  
PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 12





951BASE3.DWG

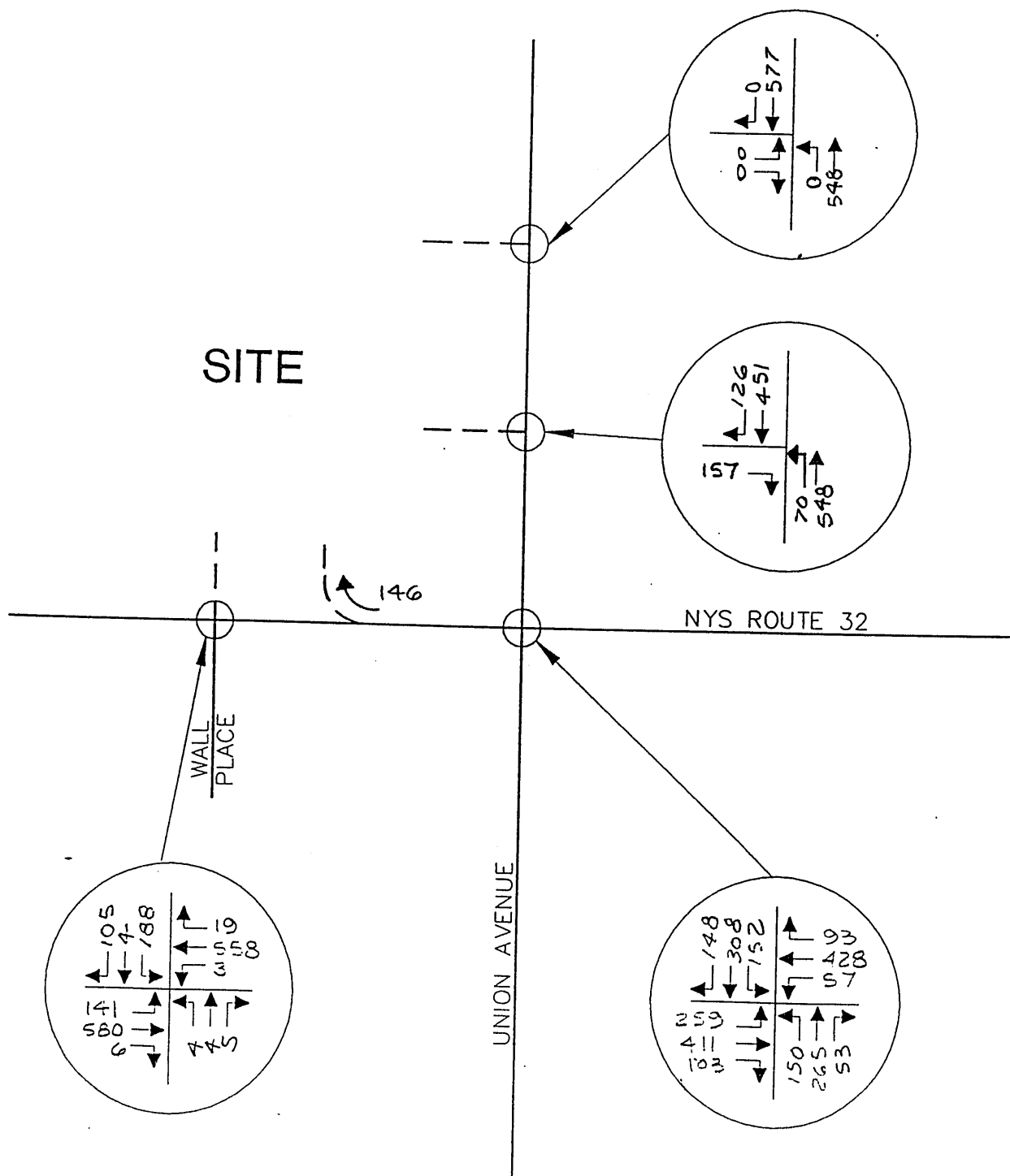
NOTE: LINE DIAGRAM NOT TO SCALE

FIXED USE DEVELOPMENT  
NEW WINDSOR, NY

2000 BUILD TRAFFIC VOLUMES  
PEAK PM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE JUN, 2000 FIG. NO. 14



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

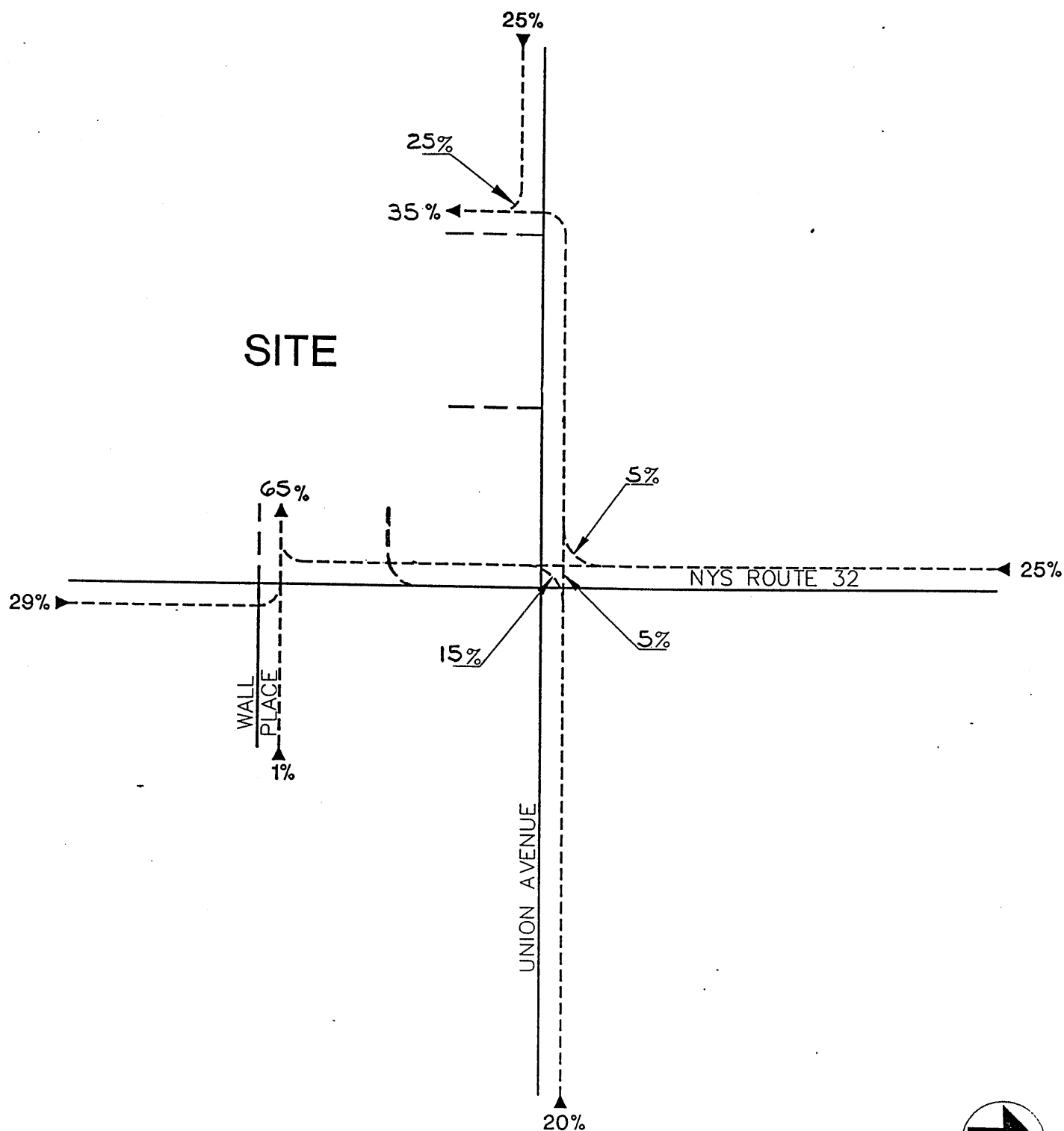
UNDEVELOPED USE DEVELOPMENT  
NEW WINDSOR, NY

2000 BUILD TRAFFIC VOLUMES  
PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: JUN, 1998 FIG. NO. 15

SITE



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

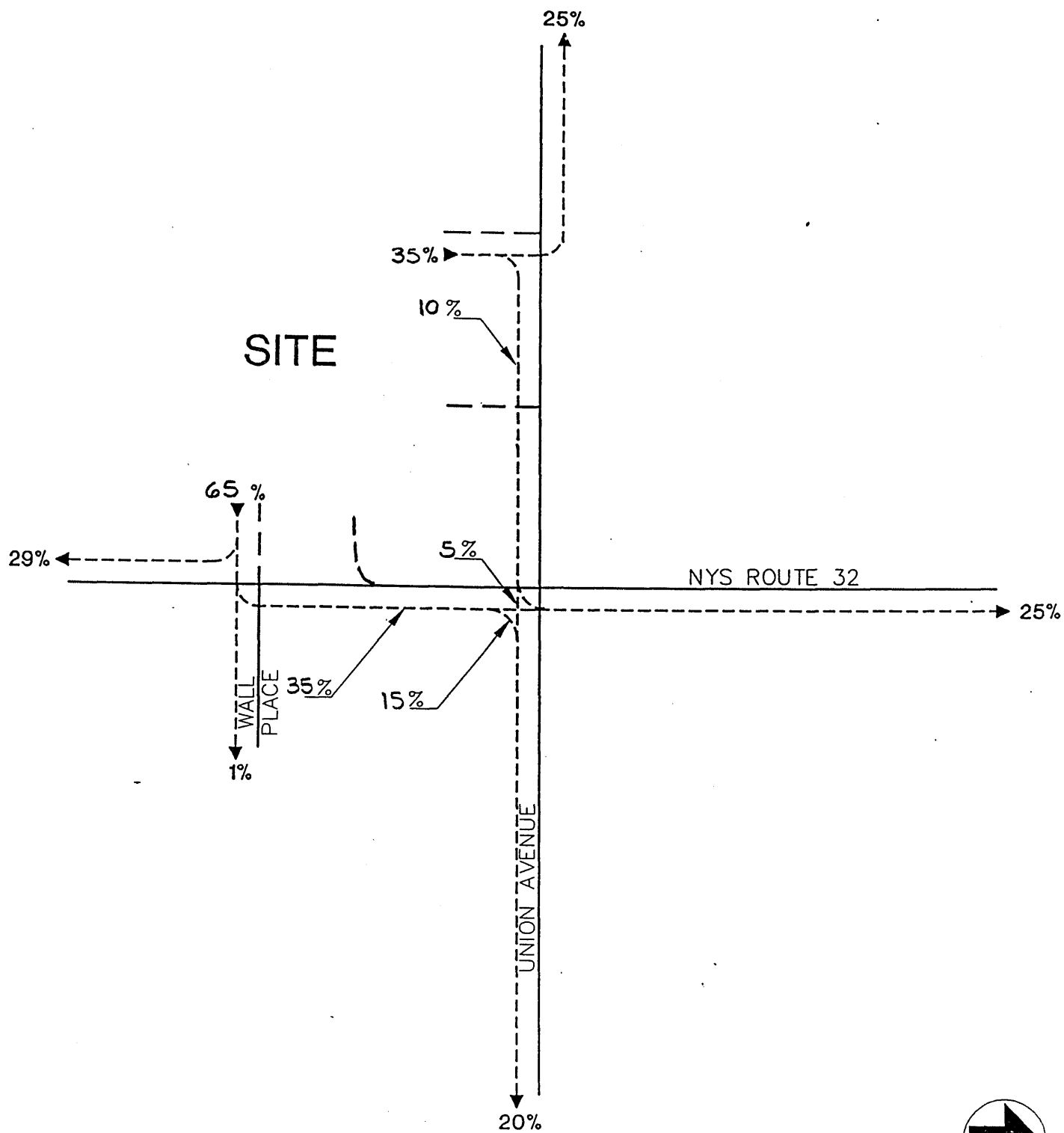
UNIFIED USE DEVELOPMENT  
NEW WINDSOR, NY

ARRIVAL DISTRIBUTION

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: 4/20/90 FIG. NO. 8





951 BASE3.DWG

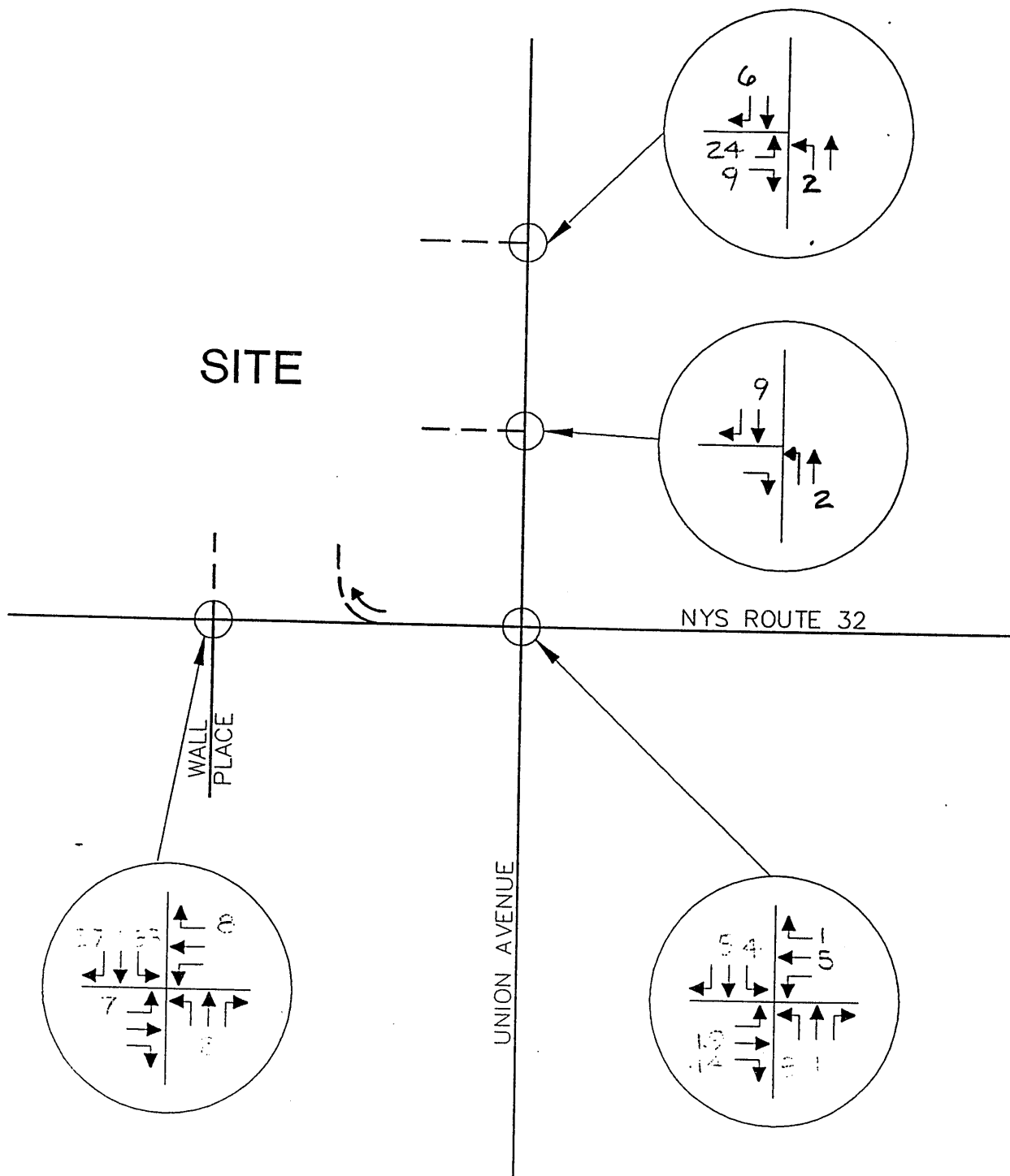
NOTE: LINE DIAGRAM NOT TO SCALE

UNPAVED USE DEVELOPMENT  
NEW WINDSOR, NY

DEPARTURE DISTRIBUTION

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: 4/26/89 FIG. NO. 9



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

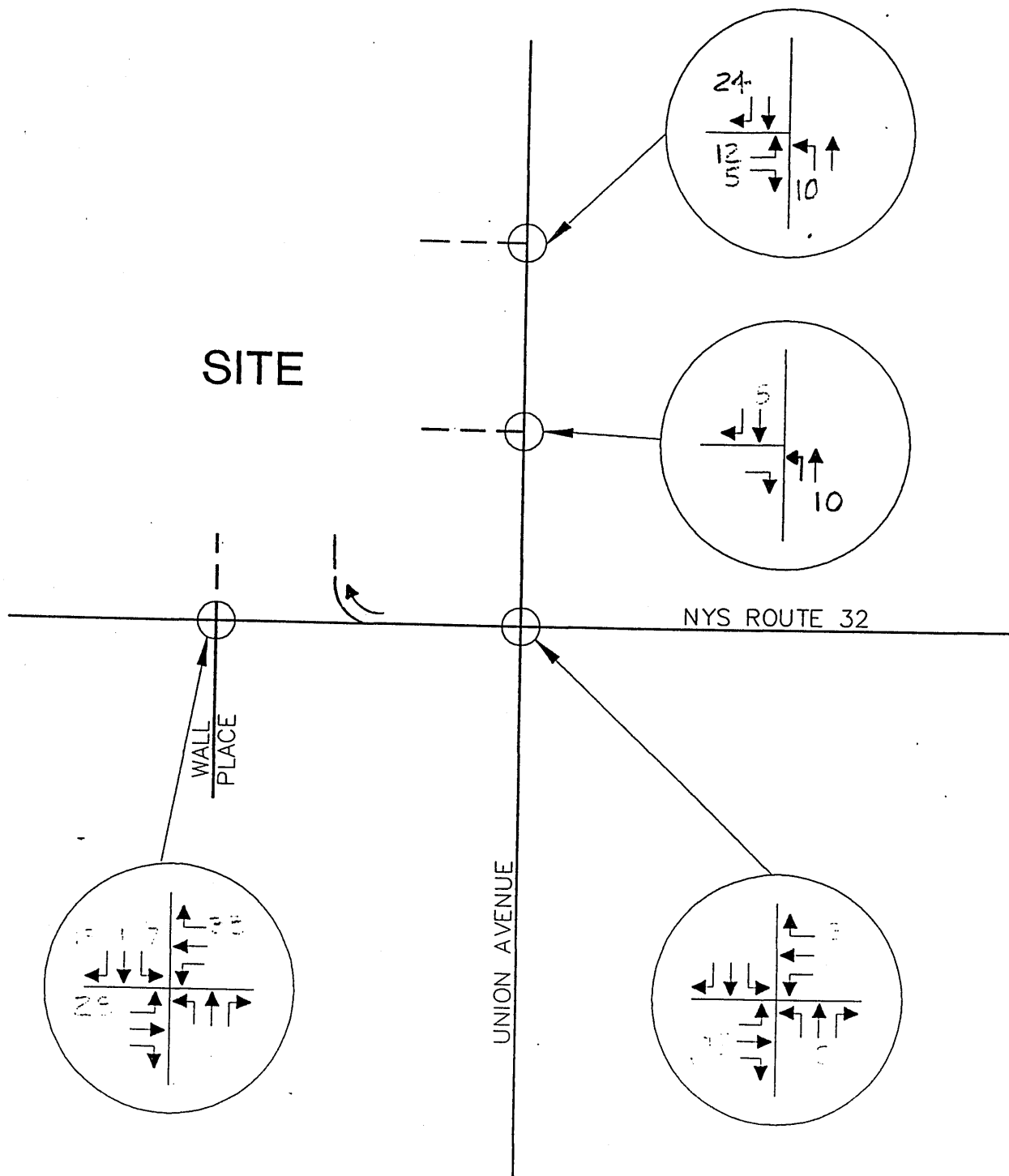
ED USE DEVELOPMENT  
NEW WINDSOR, NY

SITE GENERATED TRAFFIC VOLUMES  
PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

Residential

PROJECT NO. 951 DATE: 4/26/99 FIG. NO. 10 a



951BASE3.DWG

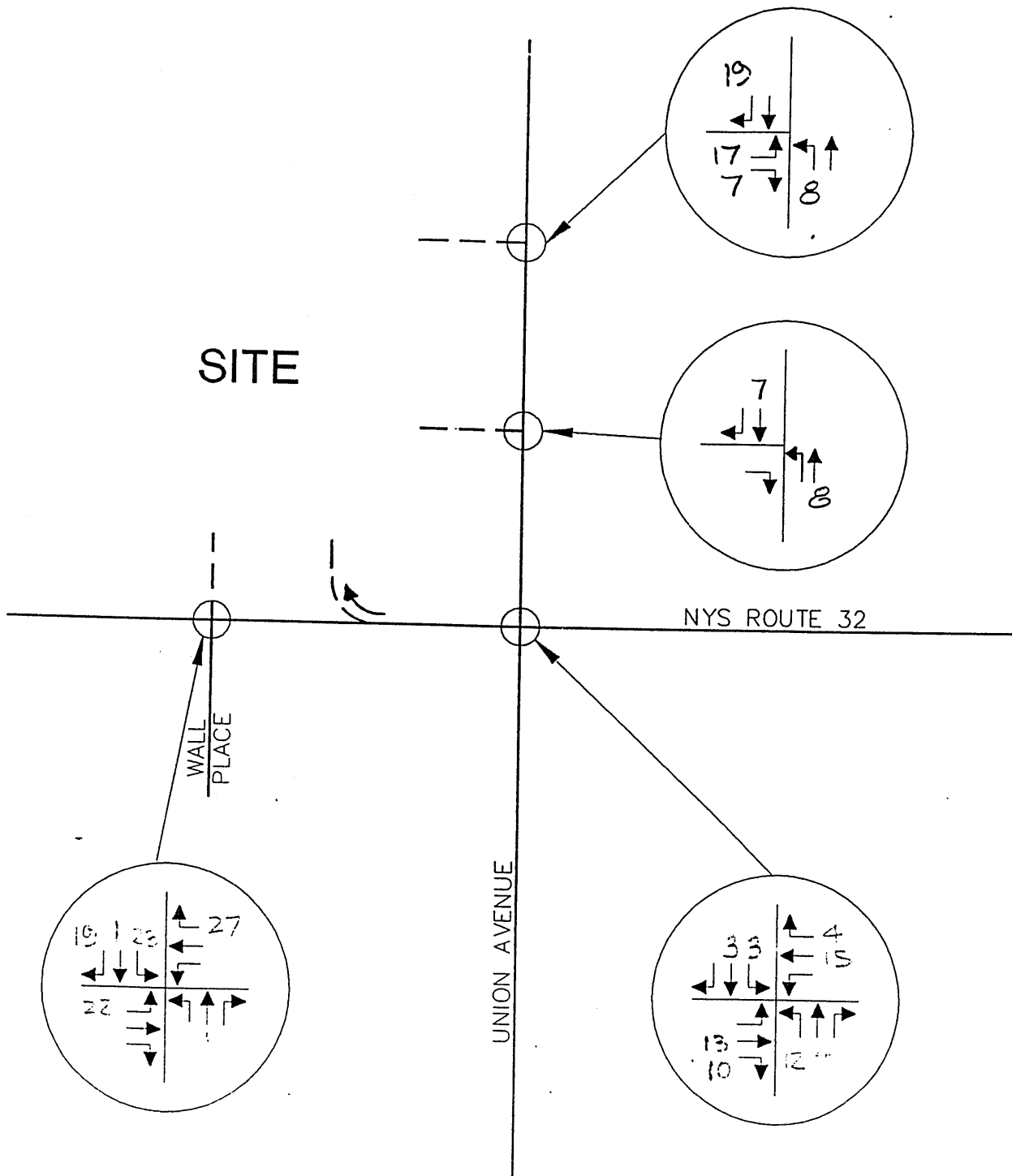
NOTE: LINE DIAGRAM NOT TO SCALE

UNED USE DEVELOPMENT  
NEW WINDSOR, NY

SITE GENERATED TRAFFIC VOLUMES  
PEAK PM HOUR

JOHN COLLINS ENGINEERS, P.C.  
HAWTHORNE, NEW YORK

PROJECT NO. 951 DATE: 1/24/02 FIG. NO. 11a



951BASE3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

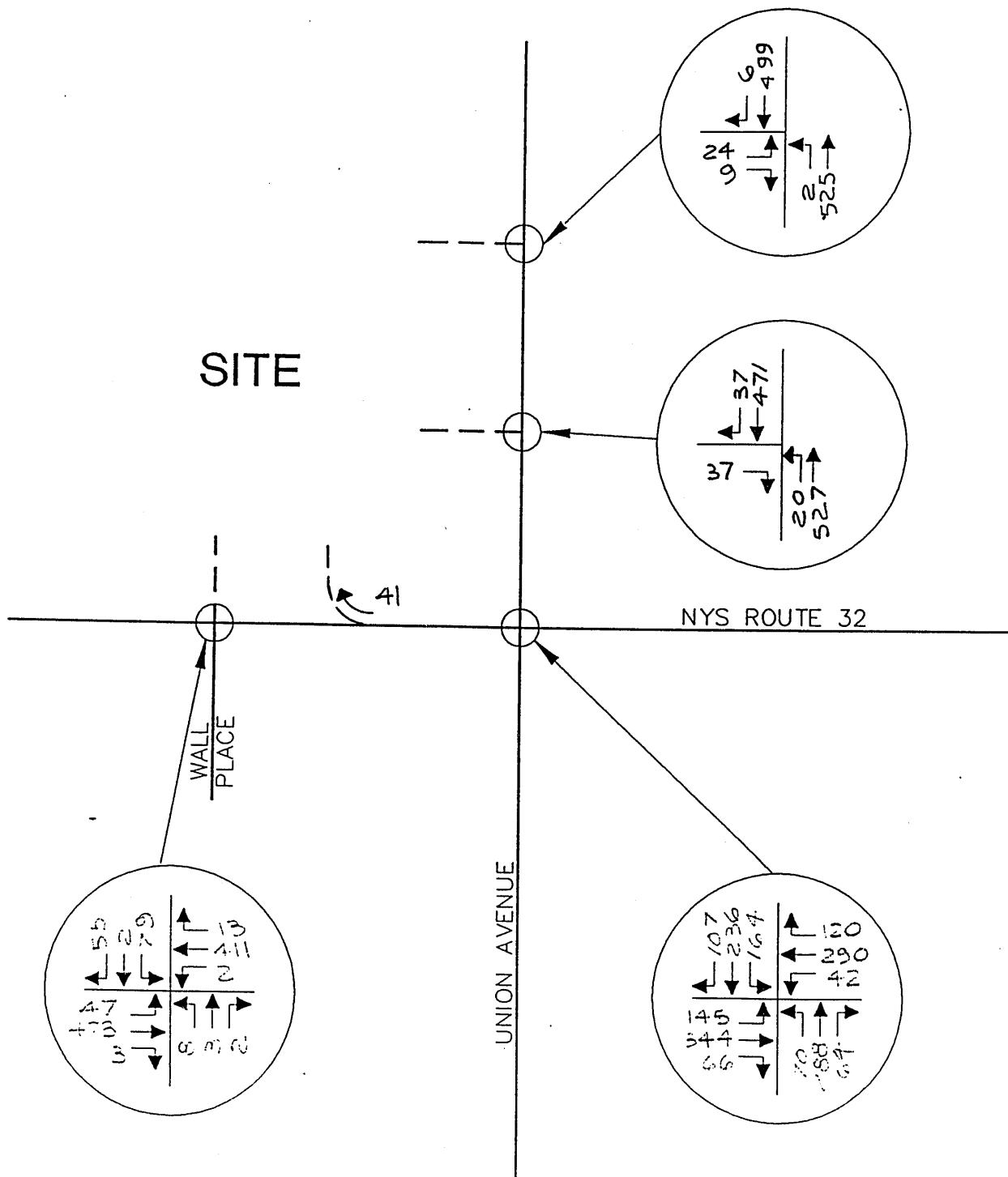
RESIDENTIAL USE DEVELOPMENT  
NEW WINDSOR, NY

SITE GENERATED TRAFFIC VOLUMES  
PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS P.C.  
HAWTHORNE, NEW YORK

Residential

PROJECT NO. 951 DATE: 2/26/99 FIG. NO. 12 a



SE3.DWG

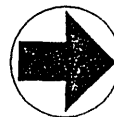
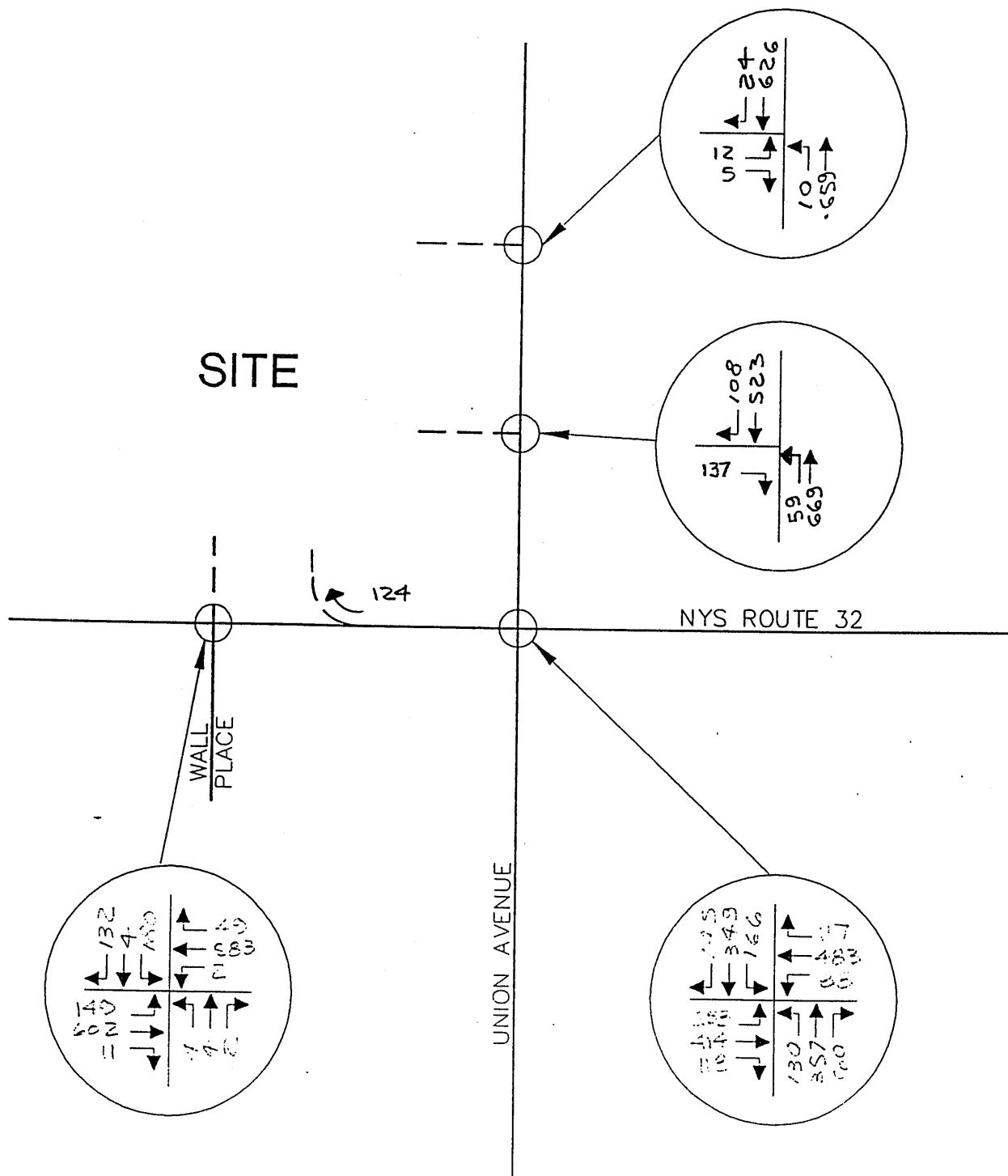
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

2000 BUILD TRAFFIC VOLUMES  
PEAK AM HOUR

JOHN COLLINS ENGINEERS, P.C.  
AWTHORNE, NEW YORK

PROJECT NO. 951 DATE: 4/20/1968 FIG. NO. 13



E3.DWG

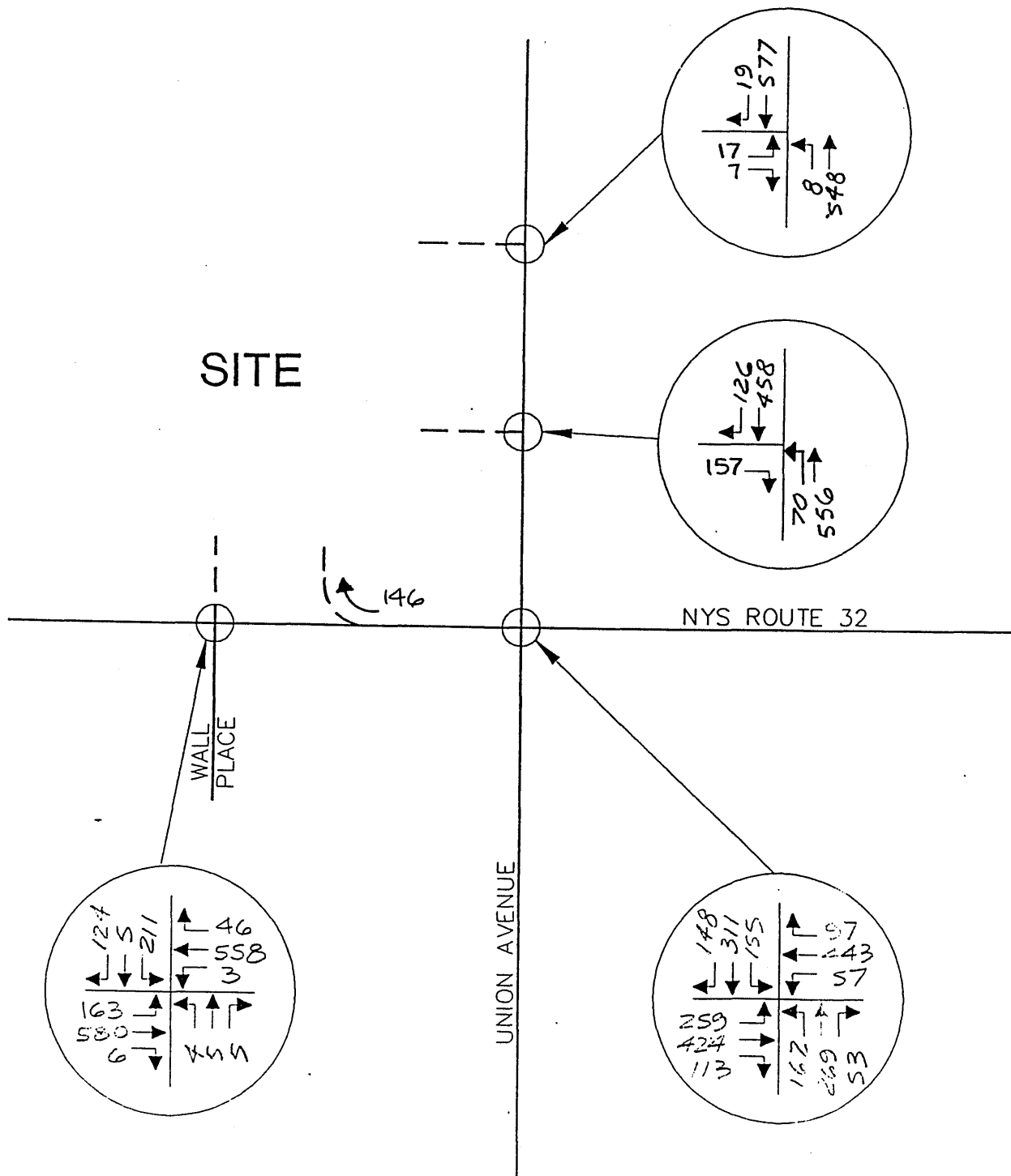
NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
 EW WINDSOR, NY

2000 BUILD TRAFFIC VOLUMES  
 PEAK PM HOUR

JOHN COLLINS ENGINEERS, P.C.  
 AWT: HORNE, NEW YORK

PROJECT NO. 951 DATE: 4/27/88 FIG. NO. 14



E3.DWG

NOTE: LINE DIAGRAM NOT TO SCALE

MIXED USE DEVELOPMENT  
NEW WINDSOR, NY

200 BUILD TRAFFIC VOLUMES  
PEAK SATURDAY HOUR

JOHN COLLINS ENGINEERS, P.C.  
SAWTHORNE, NEW YORK

PROJECT NO 951 DATE: 4/12/100 FIG. NO. 15

Streets: (E-W) WALL PL/SITE ACCESS

(N-S) ROUTE 32

Analyst: APR

File Name: AMBRTRS1.HC9

Area Type: Other

5-4-99 AM PK H

Comment: 2002 BUILD W/ RESIDENTIAL

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 0         | > 1  | < 0  | 0         | > 1  | < 0  | 1          | 1    | < 0  | 1          | 1    | < 0  |
| Volumes     | 79        | 2    | 55   | 8         | 3    | 2    | 47         | 473  | 3    | 2          | 411  | 13   |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) |           | 16.0 |      |           | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | -2   |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | N         |      | N    | N         |      | N    | N          |      | N    |            | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    |           | 3    |      |           | 3    |      | 3          | 3    |      | 4          | 4    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

#### Signal Operations

| Phase Combination                                        | 1     | 2 | 3 | 4 | 5         | 6     | 7     | 8 |
|----------------------------------------------------------|-------|---|---|---|-----------|-------|-------|---|
| EB Left                                                  | *     |   |   |   | NB Left   | *     | *     |   |
| Thru                                                     | *     |   |   |   | Thru      | *     | *     |   |
| Right                                                    | *     |   |   |   | Right     | *     | *     |   |
| Peds                                                     |       |   |   |   | Peds      |       |       |   |
| WB Left                                                  | *     |   |   |   | SB Left   | *     | *     |   |
| Thru                                                     | *     |   |   |   | Thru      | *     | *     |   |
| Right                                                    | *     |   |   |   | Right     | *     | *     |   |
| Peds                                                     |       |   |   |   | Peds      |       |       |   |
| NB Right                                                 |       |   |   |   | EB Right  |       |       |   |
| SB Right                                                 |       |   |   |   | WB Right  |       |       |   |
| Green                                                    | 20.0A |   |   |   | Green     | 15.0A | 51.0A |   |
| Yellow/AR                                                | 5.0   |   |   |   | Yellow/AR | 4.0   | 5.0   |   |
| Cycle Length: 100 secs Phase combination order: #1 #5 #6 |       |   |   |   |           |       |       |   |

#### Intersection Performance Summary

| Lane  | Group: | Adj Sat | v/c   | g/C   | Delay | LOS  | Approach: | Delay | LOS |
|-------|--------|---------|-------|-------|-------|------|-----------|-------|-----|
| Mvmts | Cap    | Flow    | Ratio | Ratio |       |      |           |       |     |
| EB    | LTR    | 352     | 1678  | 0.429 | 0.210 | 22.7 | C         | 22.7  | C   |
| WB    | LTR    | 277     | 1320  | 0.050 | 0.210 | 20.4 | C         | 20.4  | C   |
| NB    | L      | 427     | 1770  | 0.122 | 0.710 | 3.4  | A         | 10.2  | B   |
|       | TR     | 968     | 1861  | 0.547 | 0.520 | 10.9 | B         |       |     |
| SB    | L      | 369     | 1770  | 0.005 | 0.710 | 4.0  | A         | 10.2  | B   |
|       | TR     | 964     | 1854  | 0.488 | 0.520 | 10.2 | B         |       |     |

Intersection Delay = 11.9 sec/veh Intersection LOS = B  
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.459



Streets: (E-W) WALL PL/SITE ACCESS  
Analyst: APR  
Area Type: Other  
Comment: 2002 BUILD W/ RESIDENTIAL

(N-S) ROUTE 32  
File Name: PMB1RTRS.HC9  
5-4-99 PM PK H

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 0         | > 1  | < 0  | 0         | > 1  | < 0  | 1          | 1    | < 0  | 1          | 1    | < 0  |
| Volumes     | 180       | 1    | 132  | 4         | 4    | 2    | 149        | 602  | 11   | 2          | 583  | 49   |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) |           | 16.0 |      |           | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | -2   |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | N         |      | N    | N         |      | N    | N          |      | N    | N          |      | N    |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    |           | 3    |      |           | 3    |      | 3          | 3    |      | 4          | 4    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

#### Signal Operations

| Phase Combination                                        | 1     | 2 | 3 | 4 | 5     | 6     | 7 | 8 |
|----------------------------------------------------------|-------|---|---|---|-------|-------|---|---|
| EB Left                                                  | *     |   |   |   | *     | *     |   |   |
| Thru                                                     | *     |   |   |   |       | *     |   |   |
| Right                                                    | *     |   |   |   |       | *     |   |   |
| Peds                                                     |       |   |   |   |       |       |   |   |
| WB Left                                                  | *     |   |   |   | *     | *     |   |   |
| Thru                                                     | *     |   |   |   |       | *     |   |   |
| Right                                                    | *     |   |   |   |       | *     |   |   |
| Peds                                                     |       |   |   |   |       |       |   |   |
| NB Right                                                 |       |   |   |   | *     | *     |   |   |
| SB Right                                                 |       |   |   |   | *     | *     |   |   |
| Green                                                    | 28.0A |   |   |   | 13.0A | 45.0A |   |   |
| Yellow/AR                                                | 5.0   |   |   |   | 4.0   | 5.0   |   |   |
| Cycle Length: 100 secs Phase combination order: #1 #5 #6 |       |   |   |   |       |       |   |   |

#### Intersection Performance Summary

|    | Lane  | Group: | Adj Sat | v/c   | g/C   | Delay | LOS | Approach: |     |
|----|-------|--------|---------|-------|-------|-------|-----|-----------|-----|
|    | Mvmts | Cap    | Flow    | Ratio | Ratio |       |     | Delay     | LOS |
| EB | LTR   | 491    | 1693    | 0.709 | 0.290 | 23.7  | C   | 23.7      | C   |
| WB | LTR   | 380    | 1312    | 0.026 | 0.290 | 16.4  | C   | 16.4      | C   |
| NB | L     | 305    | 1770    | 0.544 | 0.630 | 13.2  | B   | 17.5      | C   |
|    | TR    | 855    | 1858    | 0.797 | 0.460 | 18.6  | C   |           |     |
| SB | L     | 305    | 1770    | 0.007 | 0.630 | 7.9   | B   | 18.9      | C   |
|    | TR    | 847    | 1841    | 0.829 | 0.460 | 19.0  | C   |           |     |

Intersection Delay = 19.2 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.773

Streets: (E-W) WALL PL/SITE ACCESS  
Analyst: APR  
Area Type: Other  
Comment: 2002 BUILD W/ RESIDENTIAL

(N-S) ROUTE 32  
File Name: SABRTRS1.HC9  
5-4-99 SAT PKH

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 0         | > 1  | < 0  | 0         | > 1  | < 0  | 1          | 1    | < 0  | 1          | 1    | < 0  |
| Volumes     | 211       | 5    | 124  | 4         | 5    | 5    | 163        | 580  | 6    | 3          | 558  | 46   |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) |           | 16.0 |      |           | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | -2   |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | N         |      | N    | N         |      | N    | N          |      | N    |            | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    |           | 3    |      |           | 3    |      | 3          | 3    |      | 4          | 4    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

#### Signal Operations

| Phase Combination                                        | 1     | 2 | 3 | 4 | 5     | 6     | 7 | 8 |
|----------------------------------------------------------|-------|---|---|---|-------|-------|---|---|
| EB Left                                                  | *     |   |   |   | *     | *     |   |   |
| Thru                                                     | *     |   |   |   |       | *     |   |   |
| Right                                                    | *     |   |   |   |       | *     |   |   |
| Peds                                                     |       |   |   |   |       |       |   |   |
| WB Left                                                  |       | * |   |   | *     | *     |   |   |
| Thru                                                     |       | * |   |   |       | *     |   |   |
| Right                                                    |       | * |   |   |       | *     |   |   |
| Peds                                                     |       |   |   |   |       |       |   |   |
| NB Right                                                 |       |   |   |   |       |       |   |   |
| SB Right                                                 |       |   |   |   |       |       |   |   |
| Green                                                    | 30.0A |   |   |   | 13.0A | 43.0A |   |   |
| Yellow/AR                                                | 5.0   |   |   |   | 4.0   | 5.0   |   |   |
| Cycle Length: 100 secs Phase combination order: #1 #5 #6 |       |   |   |   |       |       |   |   |

#### Intersection Performance Summary

| Lane   | Group: | Adj Sat | v/c   | g/C   | Delay | LOS  | Approach: | Delay | LOS |
|--------|--------|---------|-------|-------|-------|------|-----------|-------|-----|
| Mvmnts | Cap    | Flow    | Ratio | Ratio |       |      |           |       |     |
| EB     | LTR    | 517     | 1667  | 0.731 | 0.310 | 23.5 | C         | 23.5  | C   |
| WB     | LTR    | 414     | 1335  | 0.039 | 0.310 | 15.6 | C         | 15.6  | C   |
| NB     | L      | 304     | 1770  | 0.595 | 0.610 | 14.8 | B         | 18.4  | C   |
|        | TR     | 818     | 1860  | 0.796 | 0.440 | 19.4 | C         |       |     |
| SB     | L      | 304     | 1770  | 0.010 | 0.610 | 8.2  | B         | 19.8  | C   |
|        | TR     | 810     | 1842  | 0.828 | 0.440 | 19.8 | C         |       |     |

Intersection Delay = 19.9 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.788

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g  
John Collins Engineers, P.C.

05-05-1999

Streets: (E-W) ROUTE 32- CR 69  
Analyst: APR  
Area Type: Other  
Comment: 2002 BUILD W/ RESIDENTIAL

(N-S) ROUTE 32  
File Name: AMBDRTRS.HC9  
5-4-99 AM PK H

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 1         | 1    | 1    | 1         | 1    | < 0  | 1          | 1    | < 0  | 1          | 1    | < 0  |
| Volumes     | 164       | 236  | 107  | 70        | 288  | 64   | 145        | 344  | 66   | 42         | 290  | 120  |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) | 12.0      | 12.0 | 12.0 | 12.0      | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | N         |      | N    | N         |      | N    | N          |      | N    | N          |      | N    |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    | 3         | 3    |      | 3         | 3    |      | 4          | 4    |      | 3          | 3    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

Signal Operations

| Phase Combination                                           | 1    | 2     | 3 | 4 | 5     | 6     | 7 | 8 |
|-------------------------------------------------------------|------|-------|---|---|-------|-------|---|---|
| EB Left                                                     | *    | *     |   |   | *     | *     |   |   |
| Thru                                                        |      | *     |   |   |       | *     |   |   |
| Right                                                       |      | *     |   |   |       | *     |   |   |
| Peds                                                        |      |       |   |   |       |       |   |   |
| WB Left                                                     | *    | *     |   |   | *     | *     |   |   |
| Thru                                                        |      | *     |   |   |       | *     |   |   |
| Right                                                       |      | *     |   |   |       | *     |   |   |
| Peds                                                        |      |       |   |   |       |       |   |   |
| NB Right                                                    |      |       |   |   | *     |       |   |   |
| SB Right                                                    |      |       |   |   |       |       |   |   |
| Green                                                       | 7.0A | 28.0A |   |   | 12.0A | 33.0A |   |   |
| Yellow/AR                                                   | 5.0  | 5.0   |   |   | 5.0   | 5.0   |   |   |
| Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6 |      |       |   |   |       |       |   |   |

Intersection Performance Summary

|    | Lane  | Group: | Adj Sat | v/c   | g/C   | Delay | LOS | Approach: |     |
|----|-------|--------|---------|-------|-------|-------|-----|-----------|-----|
|    | Mvmts | Cap    | Flow    | Ratio | Ratio |       |     | Delay     | LOS |
| EB | L     | 218    | 1770    | 0.835 | 0.410 | 30.3  | D   | 21.0      | C   |
|    | T     | 540    | 1863    | 0.485 | 0.290 | 19.5  | C   |           |     |
|    | R     | 728    | 1583    | 0.163 | 0.460 | 10.2  | B   |           |     |
| WB | L     | 314    | 1770    | 0.248 | 0.410 | 12.4  | B   | 22.6      | C   |
|    | TR    | 525    | 1812    | 0.744 | 0.290 | 24.7  | C   |           |     |
| NB | L     | 305    | 1770    | 0.528 | 0.510 | 12.0  | B   | 18.8      | C   |
|    | TR    | 618    | 1818    | 0.736 | 0.340 | 21.2  | C   |           |     |
| SB | L     | 305    | 1770    | 0.154 | 0.510 | 9.6   | B   | 21.3      | C   |
|    | TR    | 606    | 1781    | 0.751 | 0.340 | 22.5  | C   |           |     |

Intersection Delay = 20.8 sec/veh Intersection LOS = C  
Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.765

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g  
John Collins Engineers, P.C.

05-05-1999

Streets: (E-W) ROUTE 32- CR 69  
Analyst: APR  
Area Type: Other  
Comment: 2002 BUILD W/ RESIDENTIAL

(N-S) ROUTE 32  
File Name: PMBDRTRS.HC9  
5-4-99 PM PK H

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 1         | 1    | 1    | 1         | 1    | < 0  | 1          | 1    | < 0  | 1          | 1    | < 0  |
| Volumes     | 166       | 349  | 145  | 130       | 357  | 60   | 253        | 414  | 118  | 88         | 483  | 117  |
| PHF or PK15 | 0.93      | 0.93 | 0.93 | 0.93      | 0.93 | 0.93 | 0.93       | 0.93 | 0.93 | 0.93       | 0.93 | 0.93 |
| Lane W (ft) | 12.0      | 12.0 | 12.0 | 12.0      | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | N         | N    |      | N         | N    |      | N          | N    |      | N          | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    | 3         | 3    | 3    | 3         | 3    |      | 4          | 4    |      | 3          | 3    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

Signal Operations

| Phase Combination | 1        | 2     | 3 | 4 | 5     | 6     | 7    | 8 |
|-------------------|----------|-------|---|---|-------|-------|------|---|
| EB Left           | *        | *     |   |   | *     | *     |      |   |
| Thru              |          | *     |   |   | *     | *     |      |   |
| Right             |          | *     |   |   | *     | *     |      |   |
| Peds              |          |       |   |   |       |       |      |   |
| WB Left           |          | *     |   |   |       | *     | *    |   |
| Thru              |          | *     |   |   |       | *     | *    |   |
| Right             |          | *     |   |   |       | *     | *    |   |
| Peds              |          |       |   |   |       |       |      |   |
| NB Right          |          |       |   |   | *     |       |      |   |
| SB Right          |          |       |   |   |       |       |      |   |
| Green             | 9.0A     | 25.0A |   |   | 13.0A | 23.0A | 8.0A |   |
| Yellow/AR         | 4.0      | 4.0   |   |   | 4.0   | 5.0   | 5.0  |   |
| Cycle Length:     | 100 secs |       |   |   |       |       |      |   |

Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

|    | Lane  | Group: | Adj Sat | v/c   | g/C   | Delay | LOS | Approach: |     |
|----|-------|--------|---------|-------|-------|-------|-----|-----------|-----|
|    | Mvmts | Cap    | Flow    | Ratio | Ratio |       |     | Delay     | LOS |
| EB | L     | 234    | 1770    | 0.761 | 0.380 | 25.2  | D   | 24.6      | C   |
|    | T     | 466    | 1863    | 0.805 | 0.250 | 29.6  | D   |           |     |
|    | R     | 665    | 1583    | 0.235 | 0.420 | 12.1  | B   |           |     |
| WB | L     | 234    | 1770    | 0.598 | 0.380 | 18.0  | C   | 44.7      | E   |
|    | TR    | 456    | 1822    | 0.986 | 0.250 | 53.1  | E   |           |     |
| NB | L     | 305    | 1770    | 0.892 | 0.410 | 30.6  | D   | 22.9      | C   |
|    | TR    | 738    | 1801    | 0.775 | 0.410 | 19.2  | C   |           |     |
| SB | L     | 304    | 1770    | 0.313 | 0.370 | 19.6  | C   | 36.7      | D   |
|    | TR    | 669    | 1808    | 0.964 | 0.370 | 39.3  | D   |           |     |

Intersection Delay = 31.3 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.980

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4g  
John Collins Engineers, P.C.

05-05-1999

Streets: (E-W) ROUTE 32- CR 69  
Analyst: APR  
Area Type: Other  
Comment: 2002 BUILD W/ RESIDENTIAL

(N-S) ROUTE 32  
File Name: SABDRTRS.HC9  
5-4-99 SAT PKH

|             | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
|             | L         | T    | R    | L         | T    | R    | L          | T    | R    | L          | T    | R    |
| No. Lanes   | 1         | 1    | 1    | 1         | 1    | < 0  | 1          | 1    | < 0  | 1          | 1    | < 0  |
| Volumes     | 155       | 311  | 148  | 162       | 269  | 53   | 259        | 424  | 113  | 57         | 443  | 97   |
| PHF or PK15 | 0.90      | 0.90 | 0.90 | 0.90      | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 | 0.90       | 0.90 | 0.90 |
| Lane W (ft) | 12.0      | 12.0 | 12.0 | 12.0      | 12.0 |      | 12.0       | 12.0 |      | 12.0       | 12.0 |      |
| Grade       |           | 0    |      |           | 0    |      |            | 0    |      |            | 0    |      |
| % Heavy Veh | 2         | 2    | 2    | 2         | 2    | 2    | 2          | 2    | 2    | 2          | 2    | 2    |
| Parking     | N         | N    |      | N         | N    |      | N          | N    |      | N          | N    |      |
| Bus Stops   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Con. Peds   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Ped Button  | (Y/N)     | N    |      | (Y/N)     | N    |      | (Y/N)      | N    |      | (Y/N)      | N    |      |
| Arr Type    | 3         | 3    | 3    | 3         | 3    |      | 4          | 4    |      | 3          | 3    |      |
| RTOR Vols   |           |      | 0    |           |      | 0    |            |      | 0    |            |      | 0    |
| Lost Time   | 4.00      | 4.00 | 4.00 | 4.00      | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 | 4.00       | 4.00 | 4.00 |
| Prop. Share |           |      |      |           |      |      |            |      |      |            |      |      |
| Prop. Prot. |           |      |      |           |      |      |            |      |      |            |      |      |

| Signal Operations |          |                                         |   |   |       |       |      |
|-------------------|----------|-----------------------------------------|---|---|-------|-------|------|
| Phase Combination | 1        | 2                                       | 3 | 4 | 5     | 6     | 7    |
| EB Left           | *        | *                                       |   |   | *     | *     |      |
| Thru              |          | *                                       |   |   | *     | *     |      |
| Right             |          | *                                       |   |   | *     | *     |      |
| Peds              |          |                                         |   |   |       |       |      |
| WB Left           | *        | *                                       |   |   |       | *     | *    |
| Thru              |          | *                                       |   |   |       | *     | *    |
| Right             |          | *                                       |   |   |       | *     | *    |
| Peds              |          |                                         |   |   |       |       |      |
| NB Right          |          |                                         |   |   | *     |       |      |
| SB Right          |          |                                         |   |   |       |       |      |
| Green             | 8.0A     | 24.0A                                   |   |   | 14.0A | 27.0A | 6.0A |
| Yellow/AR         | 3.0      | 4.0                                     |   |   | 4.0   | 5.0   | 5.0  |
| Cycle Length:     | 100 secs | Phase combination order: #1 #2 #5 #6 #7 |   |   |       |       |      |

| Intersection Performance Summary |        |         |       |       |       |      |           |       |     |
|----------------------------------|--------|---------|-------|-------|-------|------|-----------|-------|-----|
| Lane                             | Group: | Adj Sat | v/c   | g/C   | Delay | LOS  | Approach: | Delay | LOS |
| Mvmts                            | Cap    | Flow    | Ratio | Ratio |       |      |           |       |     |
| EB                               | L      | 198     | 1770  | 0.869 | 0.350 | 38.0 | D         | 27.0  | D   |
|                                  | T      | 447     | 1863  | 0.774 | 0.240 | 28.6 | D         |       |     |
|                                  | R      | 665     | 1583  | 0.247 | 0.420 | 12.2 | B         |       |     |
| WB                               | L      | 198     | 1770  | 0.909 | 0.350 | 44.9 | E         | 36.0  | D   |
|                                  | TR     | 436     | 1817  | 0.821 | 0.240 | 31.4 | D         |       |     |
| NB                               | L      | 322     | 1770  | 0.894 | 0.460 | 31.4 | D         | 20.8  | C   |
|                                  | TR     | 830     | 1804  | 0.720 | 0.460 | 15.7 | C         |       |     |
| SB                               | L      | 269     | 1770  | 0.234 | 0.390 | 16.2 | C         | 23.9  | C   |
|                                  | TR     | 707     | 1812  | 0.849 | 0.390 | 24.7 | C         |       |     |

Intersection Delay = 26.0 sec/veh Intersection LOS = D  
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.854

John Collins Engineers, P.C.  
 Traffic and Transportation Engineers  
 11 Bradhurst Avenue  
 Hawthorne, NY 10532-0000  
 Ph: (914) 347-7500

Streets: (N-S) RETAIL ACCESS (E-W) UNION AVE (CR69)  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2002 BUILD RETAIL + RESIDENTIAL  
 Two-way Stop-controlled Intersection

|             | Eastbound |     |    | Westbound |     |   | Northbound |   |      | Southbound |   |   |
|-------------|-----------|-----|----|-----------|-----|---|------------|---|------|------------|---|---|
|             | L         | T   | R  | L         | T   | R | L          | T | R    | L          | T | R |
| No. Lanes   | 0         | 1   | 1  | 1         | 1   | 0 | 0          | 0 | 1    | 0          | 0 | 0 |
| Stop/Yield  |           |     | Y  |           |     | Y |            |   |      |            |   |   |
| Volumes     |           | 471 | 37 | 20        | 527 |   |            |   | 37   |            |   |   |
| PHF         |           | .9  | .9 | .9        | .9  |   |            |   | .9   |            |   |   |
| Grade       |           | -4  |    |           | 4   |   |            | 0 |      |            |   |   |
| MC's (%)    |           |     |    | 0         |     |   |            |   | 0    |            |   |   |
| SU/RV's (%) |           |     |    | 0         |     |   |            |   | 0    |            |   |   |
| CV's (%)    |           |     |    | 2         |     |   |            |   | 2    |            |   |   |
| PCE's       |           |     |    | 1.49      |     |   |            |   | 1.02 |            |   |   |

## Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

Worksheet for TWSC Intersection

|                              |  |      |    |    |
|------------------------------|--|------|----|----|
| Step 1: RT from Minor Street |  |      | NB | SB |
| Conflicting Flows: (vph)     |  | 523  |    |    |
| Potential Capacity: (pcph)   |  | 752  |    |    |
| Movement Capacity: (pcph)    |  | 752  |    |    |
| Prob. of Queue-Free State:   |  | 0.94 |    |    |
| Step 2: LT from Major Street |  |      | WB | EB |
| Conflicting Flows: (vph)     |  | 523  |    |    |
| Potential Capacity: (pcph)   |  | 966  |    |    |
| Movement Capacity: (pcph)    |  | 966  |    |    |
| Prob. of Queue-Free State:   |  | 0.97 |    |    |

Intersection Performance Summary

| Movement | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |
|----------|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|
| NB R     | 42               | 752             |                   | 5.1                        | 0.0                    | B   | 5.1                      |
| WB L     | 33               | 966             |                   | 3.9                        | 0.0                    | A   | 0.1                      |

Intersection Delay = 0.2 sec/veh

John Collins Engineers, P.C.  
 Traffic and Transportation Engineers  
 11 Bradhurst Avenue  
 Hawthorne, NY 10532-0000  
 Ph: (914) 347-7500

Streets: (N-S) RETAIL ACCESS (E-W) UNION AVE (CR69)  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2002 BUILD RETAIL + RESIDENTIAL PM PK  
 HR

## Two-way Stop-controlled Intersection

|             | Eastbound |     |     | Westbound |     |   | Northbound |   |      | Southbound |   |   |
|-------------|-----------|-----|-----|-----------|-----|---|------------|---|------|------------|---|---|
|             | L         | T   | R   | L         | T   | R | L          | T | R    | L          | T | R |
| No. Lanes   | 0         | 1   | 1   | 1         | 1   | 0 | 0          | 0 | 1    | 0          | 0 | 0 |
| Stop/Yield  |           |     | Y   |           |     | Y |            |   |      |            |   |   |
| Volumes     |           | 523 | 108 | 59        | 669 |   |            |   | 137  |            |   |   |
| PHF         |           | .9  | .9  | .9        | .9  |   |            |   | .9   |            |   |   |
| Grade       |           | -4  |     |           | 4   |   |            | 0 |      |            |   |   |
| MC's (%)    |           |     |     | 0         |     |   |            |   | 0    |            |   |   |
| SU/RV's (%) |           |     |     | 0         |     |   |            |   | 0    |            |   |   |
| CV's (%)    |           |     |     | 2         |     |   |            |   | 2    |            |   |   |
| PCE's       |           |     |     | 1.49      |     |   |            |   | 1.02 |            |   |   |

## Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |



Worksheet for TWSC Intersection

|                              |  |      |    |    |
|------------------------------|--|------|----|----|
| Step 1: RT from Minor Street |  |      | NB | SB |
| Conflicting Flows: (vph)     |  | 581  |    |    |
| Potential Capacity: (pcph)   |  | 703  |    |    |
| Movement Capacity: (pcph)    |  | 703  |    |    |
| Prob. of Queue-Free State:   |  | 0.78 |    |    |
| Step 2: LT from Major Street |  |      | WB | EB |
| Conflicting Flows: (vph)     |  | 581  |    |    |
| Potential Capacity: (pcph)   |  | 906  |    |    |
| Movement Capacity: (pcph)    |  | 906  |    |    |
| Prob. of Queue-Free State:   |  | 0.89 |    |    |

Intersection Performance Summary

| Movement | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |
|----------|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|
| NB R     | 155              | 703             |                   | 6.6                        | 0.9                    | B   | 6.6                      |
| WB L     | 98               | 906             |                   | 4.5                        | 0.3                    | A   | 0.4                      |

Intersection Delay = 0.8 sec/veh

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Streets: (N-S) RETAIL ACCESS (E-W) UNION AVE (CR69)  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2002 BUILD RETAIL + RESIDENTIAL SAT PK  
 HR

## Two-way Stop-controlled Intersection

|             | Eastbound |     |     | Westbound |     |   | Northbound |   |      | Southbound |   |   |
|-------------|-----------|-----|-----|-----------|-----|---|------------|---|------|------------|---|---|
|             | L         | T   | R   | L         | T   | R | L          | T | R    | L          | T | R |
| No. Lanes   | 0         | 1   | 1   | 1         | 1   | 0 | 0          | 0 | 1    | 0          | 0 | 0 |
| Stop/Yield  |           |     | Y   |           |     | Y |            |   |      |            |   |   |
| Volumes     |           | 458 | 126 | 70        | 556 |   |            |   | 157  |            |   |   |
| PHF         |           | .9  | .9  | .9        | .9  |   |            |   | .9   |            |   |   |
| Grade       |           | -4  |     |           | 4   |   |            | 0 |      |            |   |   |
| MC's (%)    |           |     |     | 0         |     |   |            |   | 0    |            |   |   |
| SU/RV's (%) |           |     |     | 0         |     |   |            |   | 0    |            |   |   |
| CV's (%)    |           |     |     | 2         |     |   |            |   | 2    |            |   |   |
| PCE's       |           |     |     | 1.49      |     |   |            |   | 1.02 |            |   |   |

## Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

Worksheet for TWSC Intersection

|                              |      |    |
|------------------------------|------|----|
| -----                        |      |    |
| Step 1: RT from Minor Street | NB   | SB |
| -----                        |      |    |
| Conflicting Flows: (vph)     | 509  |    |
| Potential Capacity: (pcph)   | 765  |    |
| Movement Capacity: (pcph)    | 765  |    |
| Prob. of Queue-Free State:   | 0.77 |    |
| -----                        |      |    |
| Step 2: LT from Major Street | WB   | EB |
| -----                        |      |    |
| Conflicting Flows: (vph)     | 509  |    |
| Potential Capacity: (pcph)   | 981  |    |
| Movement Capacity: (pcph)    | 981  |    |
| Prob. of Queue-Free State:   | 0.88 |    |
| -----                        |      |    |

Intersection Performance Summary

| Movement |   | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS   | Approach<br>Delay<br>(sec/veh) |
|----------|---|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-------|--------------------------------|
| -----    |   | -----                  | -----                 | -----                   | -----                               | -----                           | ----- | -----                          |
| NB       | R | 177                    | 765                   |                         | 6.1                                 | 1.0                             | B     | 6.1                            |
| WB       | L | 116                    | 981                   |                         | 4.2                                 | 0.4                             | A     | 0.5                            |

Intersection Delay = 0.9 sec/veh

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Streets: (N-S) RESIDENTIAL ACCESS (E-W) UNION AVE (CR69)  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2002 BUILD RETAIL + RESIDENTIAL SAT PK  
 HR

Two-way Stop-controlled Intersection

|             | Eastbound |     |     |   | Westbound |     |   |   | Northbound |     |      |  | Southbound |   |   |
|-------------|-----------|-----|-----|---|-----------|-----|---|---|------------|-----|------|--|------------|---|---|
|             | L         | T   | R   |   | L         | T   | R |   | L          | T   | R    |  | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 |   | 0         | > 1 | 0 |   | 0          | > 0 | < 0  |  | 0          | 0 | 0 |
| Stop/Yield  |           |     |     | Y |           |     |   | Y |            |     |      |  |            |   |   |
| Volumes     |           | 577 | 19  |   | 8         | 548 |   |   | 17         |     | 7    |  |            |   |   |
| PHF         |           | .9  | .9  |   | .9        | .9  |   |   | .95        |     | .9   |  |            |   |   |
| Grade       |           | -4  |     |   |           | 4   |   |   |            | 0   |      |  |            |   |   |
| MC's (%)    |           |     |     |   | 0         |     |   |   |            |     | 0    |  |            |   |   |
| SU/RV's (%) |           |     |     |   | 0         |     |   |   |            |     | 0    |  |            |   |   |
| CV's (%)    |           |     |     |   | 2         |     |   |   |            |     | 2    |  |            |   |   |
| PCE's       |           |     |     |   | 1.49      |     |   |   | 1.10       |     | 1.02 |  |            |   |   |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                      |      |    |
|------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                         | NB   | SB |
| Conflicting Flows: (vph)                             | 641  |    |
| Potential Capacity: (pcph)                           | 655  |    |
| Movement Capacity: (pcph)                            | 655  |    |
| Prob. of Queue-Free State:                           | 0.99 |    |
| Step 2: LT from Major Street                         | WB   | EB |
| Conflicting Flows: (vph)                             | 641  |    |
| Potential Capacity: (pcph)                           | 848  |    |
| Movement Capacity: (pcph)                            | 848  |    |
| Prob. of Queue-Free State:                           | 0.98 |    |
| TH Saturation Flow Rate: (pcphpl)                    | 1700 |    |
| RT Saturation Flow Rate: (pcphpl)                    |      |    |
| Major LT Shared Lane Prob. of Queue-Free State:      | 0.98 |    |
| Step 4: LT from Minor Street                         | NB   | SB |
| Conflicting Flows: (vph)                             | 1260 |    |
| Potential Capacity: (pcph)                           | 197  |    |
| Major LT, Minor TH                                   |      |    |
| Impedance Factor:                                    | 0.98 |    |
| Adjusted Impedance Factor:                           | 0.98 |    |
| Capacity Adjustment Factor due to Impeding Movements | 0.98 |    |
| Movement Capacity: (pcph)                            | 192  |    |

## Intersection Performance Summary

| Movement | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |
|----------|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|
| NB L     | 20               | 192             | >                 |                            |                        |     |                          |
| NB R     | 8                | 655             | >                 | 241                        | 16.9                   | 0.3 | C                        |
| WB L     | 13               | 848             |                   | 4.3                        | 0.0                    | A   | 0.1                      |

Intersection Delay = 0.4 sec/veh

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Streets: (N-S) RESIDENTIAL ACCESS (E-W) UNION AVE (CR69)  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2002 BUILD RETAIL + RESIDENTIAL PM PK  
 HR

## Two-way Stop-controlled Intersection

|             | Eastbound |     |     |  | Westbound |     |   |  | Northbound |     |      |  | Southbound |   |   |
|-------------|-----------|-----|-----|--|-----------|-----|---|--|------------|-----|------|--|------------|---|---|
|             | L         | T   | R   |  | L         | T   | R |  | L          | T   | R    |  | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 |  | 0         | > 1 | 0 |  | 0          | > 0 | < 0  |  | 0          | 0 | 0 |
| Stop/Yield  |           |     | Y   |  |           |     | Y |  |            |     |      |  |            |   |   |
| Volumes     |           | 626 | 24  |  | 10        | 659 |   |  | 12         |     | 5    |  |            |   |   |
| PHF         |           | .9  | .9  |  | .9        | .9  |   |  | .95        |     | .9   |  |            |   |   |
| Grade       |           | -4  |     |  |           | 4   |   |  |            | 0   |      |  |            |   |   |
| MC's (%)    |           |     |     |  | 0         |     |   |  |            |     | 0    |  |            |   |   |
| SU/RV's (%) |           |     |     |  | 0         |     |   |  |            |     | 0    |  |            |   |   |
| CV's (%)    |           |     |     |  | 2         |     |   |  |            |     | 2    |  |            |   |   |
| PCE's       |           |     |     |  | 1.49      |     |   |  | 1.10       |     | 1.02 |  |            |   |   |

## Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                      |      |    |
|------------------------------------------------------|------|----|
| Step 1: RT from Minor Street                         | NB   | SB |
| Conflicting Flows: (vph)                             | 696  |    |
| Potential Capacity: (pcph)                           | 615  |    |
| Movement Capacity: (pcph)                            | 615  |    |
| Prob. of Queue-Free State:                           | 0.99 |    |
| Step 2: LT from Major Street                         | WB   | EB |
| Conflicting Flows: (vph)                             | 696  |    |
| Potential Capacity: (pcph)                           | 799  |    |
| Movement Capacity: (pcph)                            | 799  |    |
| Prob. of Queue-Free State:                           | 0.98 |    |
| TH Saturation Flow Rate: (pcphpl)                    | 1700 |    |
| RT Saturation Flow Rate: (pcphpl)                    |      |    |
| Major LT Shared Lane Prob. of Queue-Free State:      | 0.96 |    |
| Step 4: LT from Minor Street                         | NB   | SB |
| Conflicting Flows: (vph)                             | 1438 |    |
| Potential Capacity: (pcph)                           | 156  |    |
| Major LT, Minor TH Impedance Factor:                 | 0.96 |    |
| Adjusted Impedance Factor:                           | 0.96 |    |
| Capacity Adjustment Factor due to Impeding Movements | 0.96 |    |
| Movement Capacity: (pcph)                            | 151  |    |

## Intersection Performance Summary

| Movement | Flow Rate (pcph) | Move Cap (pcph) | Shared Cap (pcph) | Avg. Total Delay (sec/veh) | 95% Queue Length (veh) | LOS | Approach Delay (sec/veh) |
|----------|------------------|-----------------|-------------------|----------------------------|------------------------|-----|--------------------------|
| NB L     | 14               | 151 >           |                   |                            |                        |     |                          |
| NB R     | 6                | 615 >           | 195               | 20.6                       | 0.3                    | D   | 20.6                     |
| WB L     | 16               | 799             |                   | 4.6                        | 0.0                    | A   | 0.1                      |

Intersection Delay = 0.3 sec/veh

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Streets: (N-S) RESIEDNTIAL ACCESS (E-W) UNION AVE (CR69)  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2002 BUILD RETAIL + RESIDENTIAL AM PK  
 HR

Two-way Stop-controlled Intersection

|             | Eastbound |     |     |  | Westbound |     |   |  | Northbound |     |      |  | Southbound |   |   |
|-------------|-----------|-----|-----|--|-----------|-----|---|--|------------|-----|------|--|------------|---|---|
|             | L         | T   | R   |  | L         | T   | R |  | L          | T   | R    |  | L          | T | R |
| No. Lanes   | 0         | 1   | < 0 |  | 0         | > 1 | 0 |  | 0          | > 0 | < 0  |  | 0          | 0 | 0 |
| Stop/Yield  |           |     | Y   |  |           |     | Y |  |            |     |      |  |            |   |   |
| Volumes     |           | 499 | 6   |  | 2         | 525 |   |  | 24         |     | 9    |  |            |   |   |
| PHF         |           | .9  | .9  |  | .9        | .9  |   |  | .95        |     | .9   |  |            |   |   |
| Grade       |           | -4  |     |  |           | 4   |   |  |            | 0   |      |  |            |   |   |
| MC's (%)    |           |     |     |  | 0         |     |   |  |            |     | 0    |  |            |   |   |
| SU/RV's (%) |           |     |     |  | 0         |     |   |  |            |     | 0    |  |            |   |   |
| CV's (%)    |           |     |     |  | 2         |     |   |  |            |     | 2    |  |            |   |   |
| PCE's       |           |     |     |  | 1.49      |     |   |  | 1.10       |     | 1.02 |  |            |   |   |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |



## Worksheet for TWSC Intersection

|                                   |      |    |
|-----------------------------------|------|----|
| -----                             |      |    |
| Step 1: RT from Minor Street      | NB   | SB |
| -----                             |      |    |
| Conflicting Flows: (vph)          | 554  |    |
| Potential Capacity: (pcph)        | 725  |    |
| Movement Capacity: (pcph)         | 725  |    |
| Prob. of Queue-Free State:        | 0.99 |    |
| -----                             |      |    |
| Step 2: LT from Major Street      | WB   | EB |
| -----                             |      |    |
| Conflicting Flows: (vph)          | 554  |    |
| Potential Capacity: (pcph)        | 933  |    |
| Movement Capacity: (pcph)         | 933  |    |
| Prob. of Queue-Free State:        | 1.00 |    |
| TH Saturation Flow Rate: (pcphpl) | 1700 |    |
| RT Saturation Flow Rate: (pcphpl) |      |    |
| Major LT Shared Lane Prob.        |      |    |
| of Queue-Free State:              | 1.00 |    |
| -----                             |      |    |
| Step 4: LT from Minor Street      | NB   | SB |
| -----                             |      |    |
| Conflicting Flows: (vph)          | 1138 |    |
| Potential Capacity: (pcph)        | 232  |    |
| Major LT, Minor TH                |      |    |
| Impedance Factor:                 | 1.00 |    |
| Adjusted Impedance Factor:        | 1.00 |    |
| Capacity Adjustment Factor        |      |    |
| due to Impeding Movements         | 1.00 |    |
| Movement Capacity: (pcph)         | 231  |    |
| -----                             |      |    |

## Intersection Performance Summary

| Movement             |   | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------------------|---|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
|                      |   | -----                  |                       |                         |                                     |                                 |     |                                |
| NB                   | L | 28                     | 231 >                 |                         |                                     |                                 |     |                                |
| NB                   | R | 10                     | 725 >                 | 281                     | 14.8                                | 0.4                             | C   | 14.8                           |
| WB                   | L | 3                      | 933                   |                         | 3.9                                 | 0.0                             | A   | 0.0                            |
| Intersection Delay = |   |                        |                       |                         | 0.5 sec/veh                         |                                 |     |                                |

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 Ph: (914) 347-7500

Streets: (N-S) ROUTE 32 (E-W) SITE ACCESS/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2000 BUILD RETAIL & RESIDENTIAL AM PK H  
 R

Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |     | Eastbound |      |      | Westbound |      |      |
|-------------|------------|-----|-----|------------|-----|-----|-----------|------|------|-----------|------|------|
|             | L          | T   | R   | L          | T   | R   | L         | T    | R    | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 | 1          | 1   | < 0 | 0         | > 1  | < 0  | 0         | > 1  | < 0  |
| Stop/Yield  |            |     | N   |            |     | N   |           |      |      |           |      |      |
| Volumes     | 47         | 473 | 3   | 2          | 411 | 13  | 79        | 2    | 55   | 8         | 3    | 2    |
| PHF         | .9         | .9  | .9  | .9         | .9  | .9  | .9        | .9   | .9   | .9        | .9   | .9   |
| Grade       |            | 0   |     |            | 0   |     |           | -2   |      |           | 0    |      |
| MC's (%)    | 0          |     |     | 0          |     |     | 0         | 0    | 0    | 0         | 0    | 0    |
| SU/RV's (%) | 0          |     |     | 0          |     |     | 0         | 0    | 0    | 0         | 0    | 0    |
| CV's (%)    | 2          |     |     | 2          |     |     | 2         | 2    | 2    | 2         | 2    | 2    |
| PCE's       | 1.02       |     |     | 1.02       |     |     | 0.91      | 0.91 | 0.91 | 1.02      | 1.02 | 1.02 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 528  | 464  |
| Potential Capacity: (pcph)                              | 748  | 806  |
| Movement Capacity: (pcph)                               | 748  | 806  |
| Prob. of Queue-Free State:                              | 1.00 | 0.93 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 529  | 471  |
| Potential Capacity: (pcph)                              | 959  | 1022 |
| Movement Capacity: (pcph)                               | 959  | 1022 |
| Prob. of Queue-Free State:                              | 1.00 | 0.95 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1052 | 1047 |
| Potential Capacity: (pcph)                              | 306  | 308  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.95 | 0.95 |
| Movement Capacity: (pcph)                               | 290  | 291  |
| Prob. of Queue-Free State:                              | 0.99 | 0.99 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1077 | 1048 |
| Potential Capacity: (pcph)                              | 252  | 262  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.94 | 0.94 |
| Adjusted Impedance Factor:                              | 0.95 | 0.95 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.89 | 0.95 |
| Movement Capacity: (pcph)                               | 224  | 249  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 80                     | 249 >                 |                         |                                     |                                 |     |                                |
| EB T     | 2                      | 291 >                 | 347                     | 17.1                                | 1.9                             | C   | 17.1                           |
| EB R     | 56                     | 806 >                 |                         |                                     |                                 |     |                                |
| WB L     | 9                      | 224 >                 |                         |                                     |                                 |     |                                |
| WB T     | 3                      | 290 >                 | 263                     | 14.5                                | 0.0                             | C   | 14.5                           |
| WB R     | 2                      | 748 >                 |                         |                                     |                                 |     |                                |
| NB L     | 53                     | 1022                  |                         | 3.7                                 | 0.0                             | A   | 0.3                            |
| SB L     | 2                      | 959                   |                         | 3.8                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 2.5 sec/veh

John Collins Engineers, P.C.  
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 11 Bradhurst Avenue  
 Hawthorne, NY 10532-0000  
 Ph: (914) 347-7500

Streets: (N-S) ROUTE 32 (E-W) SITE ACCESS/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2000 BUILD RETAIL & RESIDENTIAL PM PK H  
 R

Two-way Stop-controlled Intersection

|             | Northbound |     |     |  | Southbound |     |     |  | Eastbound |      |      |  | Westbound |      |      |
|-------------|------------|-----|-----|--|------------|-----|-----|--|-----------|------|------|--|-----------|------|------|
|             | L          | T   | R   |  | L          | T   | R   |  | L         | T    | R    |  | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 |  | 1          | 1   | < 0 |  | 0         | > 1  | < 0  |  | 0         | > 1  | < 0  |
| Stop/Yield  |            |     | N   |  |            |     | N   |  |           |      |      |  |           |      |      |
| Volumes     | 149        | 602 | 11  |  | 2          | 583 | 49  |  | 180       | 4    | 132  |  | 4         | 4    | 2    |
| PHF         | .9         | .9  | .9  |  | .9         | .9  | .9  |  | .9        | .9   | .9   |  | .9        | .9   | .9   |
| Grade       |            | 0   |     |  |            | 0   |     |  |           | -2   |      |  |           | 0    |      |
| MC's (%)    | 0          |     |     |  | 0          |     |     |  | 0         | 0    | 0    |  | 0         | 0    | 0    |
| SU/RV's (%) | 0          |     |     |  | 0          |     |     |  | 0         | 0    | 0    |  | 0         | 0    | 0    |
| CV's (%)    | 2          |     |     |  | 2          |     |     |  | 2         | 2    | 2    |  | 2         | 2    | 2    |
| PCE's       | 1.02       |     |     |  | 1.02       |     |     |  | 0.91      | 0.91 | 0.91 |  | 1.02      | 1.02 | 1.02 |

Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 675  | 675  |
| Potential Capacity: (pcph)                              | 630  | 630  |
| Movement Capacity: (pcph)                               | 630  | 630  |
| Prob. of Queue-Free State:                              | 1.00 | 0.79 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 681  | 702  |
| Potential Capacity: (pcph)                              | 812  | 794  |
| Movement Capacity: (pcph)                               | 812  | 794  |
| Prob. of Queue-Free State:                              | 1.00 | 0.79 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1545 | 1524 |
| Potential Capacity: (pcph)                              | 169  | 173  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.79 | 0.79 |
| Movement Capacity: (pcph)                               | 133  | 136  |
| Prob. of Queue-Free State:                              | 0.97 | 0.97 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1594 | 1521 |
| Potential Capacity: (pcph)                              | 126  | 139  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.76 | 0.76 |
| Adjusted Impedance Factor:                              | 0.82 | 0.82 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.64 | 0.81 |
| Movement Capacity: (pcph)                               | 81   | 113  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 182                    | 113 >                 |                         |                                     |                                 |     |                                |
| EB T     | 4                      | 136 >                 | 173                     | 444.1                               | 21.1                            | F   | 444.1                          |
| EB R     | 134                    | 630 >                 |                         |                                     |                                 |     |                                |
| WB L     | 4                      | 81 >                  |                         |                                     |                                 |     |                                |
| WB T     | 4                      | 133 >                 | 121                     | 32.4                                | 0.1                             | E   | 32.4                           |
| WB R     | 2                      | 630 >                 |                         |                                     |                                 |     |                                |
| NB L     | 169                    | 794                   |                         | 5.8                                 | 0.9                             | B   | 1.1                            |
| SB L     | 2                      | 812                   |                         | 4.4                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 82.2 sec/veh

John Collins Engineers, P.C.  
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Streets: (N-S) ROUTE 32 (E-W) SITE ACCESS/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2000 BUILD RETAIL & RESIDENTIAL SAT PK  
 HR

## Two-way Stop-controlled Intersection

|             | Northbound |     |     |   | Southbound |     |     |   | Eastbound |      |      |  | Westbound |      |      |
|-------------|------------|-----|-----|---|------------|-----|-----|---|-----------|------|------|--|-----------|------|------|
|             | L          | T   | R   |   | L          | T   | R   |   | L         | T    | R    |  | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 |   | 1          | 1   | < 0 |   | 0         | > 1  | < 0  |  | 0         | > 1  | < 0  |
| Stop/Yield  |            |     |     | N |            |     |     | N |           |      |      |  |           |      |      |
| Volumes     | 163        | 580 | 6   |   | 3          | 558 | 46  |   | 211       | 5    | 124  |  | 4         | 5    | 5    |
| PHF         | .9         | .9  | .9  |   | .9         | .9  | .9  |   | .9        | .9   | .9   |  | .9        | .9   | .9   |
| Grade       |            | 0   |     |   |            | 0   |     |   |           | -2   |      |  |           | 0    |      |
| MC's (%)    | 0          |     |     |   | 0          |     |     |   | 0         | 0    | 0    |  | 0         | 0    | 0    |
| SU/RV's (%) | 0          |     |     |   | 0          |     |     |   | 0         | 0    | 0    |  | 0         | 0    | 0    |
| CV's (%)    | 2          |     |     |   | 2          |     |     |   | 2         | 2    | 2    |  | 2         | 2    | 2    |
| PCE's       | 1.02       |     |     |   | 1.02       |     |     |   | 0.91      | 0.91 | 0.91 |  | 1.02      | 1.02 | 1.02 |

## Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 648  | 646  |
| Potential Capacity: (pcph)                              | 650  | 652  |
| Movement Capacity: (pcph)                               | 650  | 652  |
| Prob. of Queue-Free State:                              | 0.99 | 0.81 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 651  | 671  |
| Potential Capacity: (pcph)                              | 839  | 821  |
| Movement Capacity: (pcph)                               | 839  | 821  |
| Prob. of Queue-Free State:                              | 1.00 | 0.77 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1502 | 1480 |
| Potential Capacity: (pcph)                              | 178  | 182  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.77 | 0.77 |
| Movement Capacity: (pcph)                               | 137  | 140  |
| Prob. of Queue-Free State:                              | 0.96 | 0.96 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1549 | 1483 |
| Potential Capacity: (pcph)                              | 134  | 147  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.74 | 0.74 |
| Adjusted Impedance Factor:                              | 0.80 | 0.80 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.65 | 0.79 |
| Movement Capacity: (pcph)                               | 87   | 116  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 213                    | 116 >                 |                         |                                     |                                 |     |                                |
| EB T     | 5                      | 140 >                 | 167                     | 537.3                               | 24.4                            | F   | 537.3                          |
| EB R     | 126                    | 652 >                 |                         |                                     |                                 |     |                                |
| WB L     | 4                      | 87 >                  |                         |                                     |                                 |     |                                |
| WB T     | 6                      | 137 >                 | 162                     | 24.6                                | 0.2                             | D   | 24.6                           |
| WB R     | 6                      | 650 >                 |                         |                                     |                                 |     |                                |
| NB L     | 185                    | 821                   |                         | 5.7                                 | 1.0                             | B   | 1.2                            |
| SB L     | 3                      | 839                   |                         | 4.3                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 107.6 sec/veh

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Streets: (N-S) ROUTE 32 (E-W) SITE ACCESS/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2000 BUILD RETAIL ONLY AM PEAK HR  
 Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |     | Eastbound |      |      | Westbound |      |      |
|-------------|------------|-----|-----|------------|-----|-----|-----------|------|------|-----------|------|------|
|             | L          | T   | R   | L          | T   | R   | L         | T    | R    | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 | 1          | 1   | < 0 | 0         | > 1  | < 0  | 0         | > 1  | < 0  |
| Stop/Yield  |            |     | N   |            |     | N   |           |      |      |           |      |      |
| Volumes     | 40         | 473 | 3   | 2          | 411 | 5   | 46        | 1    | 28   | 8         | 1    | 2    |
| PHF         | .9         | .9  | .9  | .9         | .9  | .9  | .9        | .9   | .9   | .9        | .9   | .9   |
| Grade       |            | 0   |     |            | 0   |     |           | -2   |      |           | 0    |      |
| MC's (%)    | 0          |     |     | 0          |     |     | 0         | 0    | 0    | 0         | 0    | 0    |
| SU/RV's (%) | 0          |     |     | 0          |     |     | 0         | 0    | 0    | 0         | 0    | 0    |
| CV's (%)    | 2          |     |     | 2          |     |     | 2         | 2    | 2    | 2         | 2    | 2    |
| PCE's       | 1.02       |     |     | 1.02       |     |     | 0.91      | 0.91 | 0.91 | 1.02      | 1.02 | 1.02 |

#### Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |



## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 528  | 460  |
| Potential Capacity: (pcph)                              | 748  | 810  |
| Movement Capacity: (pcph)                               | 748  | 810  |
| Prob. of Queue-Free State:                              | 1.00 | 0.97 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 529  | 463  |
| Potential Capacity: (pcph)                              | 959  | 1031 |
| Movement Capacity: (pcph)                               | 959  | 1031 |
| Prob. of Queue-Free State:                              | 1.00 | 0.96 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1036 | 1035 |
| Potential Capacity: (pcph)                              | 312  | 312  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.95 | 0.95 |
| Movement Capacity: (pcph)                               | 298  | 298  |
| Prob. of Queue-Free State:                              | 1.00 | 1.00 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1050 | 1035 |
| Potential Capacity: (pcph)                              | 261  | 266  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.95 | 0.95 |
| Adjusted Impedance Factor:                              | 0.96 | 0.96 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.93 | 0.96 |
| Movement Capacity: (pcph)                               | 243  | 255  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 47                     | 255 >                 |                         |                                     |                                 |     |                                |
| EB T     | 1                      | 298 >                 | 342                     | 13.5                                | 0.9                             | C   | 13.5                           |
| EB R     | 28                     | 810 >                 |                         |                                     |                                 |     |                                |
| WB L     | 9                      | 243 >                 |                         |                                     |                                 |     |                                |
| WB T     | 1                      | 298 >                 | 279                     | 13.5                                | 0.0                             | C   | 13.5                           |
| WB R     | 2                      | 748 >                 |                         |                                     |                                 |     |                                |
| NB L     | 45                     | 1031                  |                         | 3.7                                 | 0.0                             | A   | 0.3                            |
| SB L     | 2                      | 959                   |                         | 3.8                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 1.3 sec/veh

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Streets: (N-S) ROUTE 32 (E-W) SITE ACCESS/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information..... 2000 BUILD RETAIL ONLY PM PEAK HR  
 Two-way Stop-controlled Intersection

|             | Northbound |     |     |   | Southbound |     |     |   | Eastbound |      |      |  | Westbound |      |      |
|-------------|------------|-----|-----|---|------------|-----|-----|---|-----------|------|------|--|-----------|------|------|
|             | L          | T   | R   |   | L          | T   | R   |   | L         | T    | R    |  | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 |   | 1          | 1   | < 0 |   | 0         | > 1  | < 0  |  | 0         | > 1  | < 0  |
| Stop/Yield  |            |     |     | N |            |     |     | N |           |      |      |  |           |      |      |
| Volumes     | 121        | 602 | 11  |   | 2          | 583 | 16  |   | 163       | 3    | 117  |  | 4         | 3    | 2    |
| PHF         | .9         | .9  | .9  |   | .9         | .9  | .9  |   | .9        | .9   | .9   |  | .9        | .9   | .9   |
| Grade       |            | 0   |     |   |            | 0   |     |   |           | -2   |      |  |           | 0    |      |
| MC's (%)    | 0          |     |     |   | 0          |     |     |   | 0         | 0    | 0    |  | 0         | 0    | 0    |
| SU/RV's (%) | 0          |     |     |   | 0          |     |     |   | 0         | 0    | 0    |  | 0         | 0    | 0    |
| CV's (%)    | 2          |     |     |   | 2          |     |     |   | 2         | 2    | 2    |  | 2         | 2    | 2    |
| PCE's       | 1.02       |     |     |   | 1.02       |     |     |   | 0.91      | 0.91 | 0.91 |  | 1.02      | 1.02 | 1.02 |

#### Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 675  | 657  |
| Potential Capacity: (pcph)                              | 630  | 643  |
| Movement Capacity: (pcph)                               | 630  | 643  |
| Prob. of Queue-Free State:                              | 1.00 | 0.81 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 681  | 666  |
| Potential Capacity: (pcph)                              | 812  | 826  |
| Movement Capacity: (pcph)                               | 812  | 826  |
| Prob. of Queue-Free State:                              | 1.00 | 0.83 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1477 | 1474 |
| Potential Capacity: (pcph)                              | 183  | 184  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.83 | 0.83 |
| Movement Capacity: (pcph)                               | 152  | 153  |
| Prob. of Queue-Free State:                              | 0.98 | 0.98 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1534 | 1470 |
| Potential Capacity: (pcph)                              | 137  | 149  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.82 | 0.82 |
| Adjusted Impedance Factor:                              | 0.86 | 0.86 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.70 | 0.86 |
| Movement Capacity: (pcph)                               | 96   | 127  |

## Intersection Performance Summary

| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 165                    | 127 >                 |                         |                                     |                                 |     |                                |
| EB T     | 3                      | 153 >                 | 191                     | 291.7                               | 15.9                            | F   | 291.7                          |
| EB R     | 119                    | 643 >                 |                         |                                     |                                 |     |                                |
| WB L     | 4                      | 96 >                  |                         |                                     |                                 |     |                                |
| WB T     | 3                      | 152 >                 | 139                     | 27.7                                | 0.1                             | D   | 27.7                           |
| WB R     | 2                      | 630 >                 |                         |                                     |                                 |     |                                |
| NB L     | 137                    | 826                   |                         | 5.2                                 | 0.6                             | B   | 0.9                            |
| SB L     | 2                      | 812                   |                         | 4.4                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 51.3 sec/veh

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Streets: (N-S) ROUTE 32 (E-W) SITE ACCESS/WALL PL  
 Major Street Direction.... NS  
 Length of Time Analyzed... 15 (min)  
 Analyst..... APR  
 Date of Analysis..... 5/6/99  
 Other Information.....2000 BUILD RETAIL ONLY SAT PEAK HR  
 Two-way Stop-controlled Intersection

|             | Northbound |     |     | Southbound |     |     | Eastbound |      |      | Westbound |      |      |
|-------------|------------|-----|-----|------------|-----|-----|-----------|------|------|-----------|------|------|
|             | L          | T   | R   | L          | T   | R   | L         | T    | R    | L         | T    | R    |
| No. Lanes   | 1          | 1   | < 0 | 1          | 1   | < 0 | 0         | > 1  | < 0  | 0         | > 1  | < 0  |
| Stop/Yield  |            |     | N   |            |     | N   |           |      |      |           |      |      |
| Volumes     | 141        | 580 | 6   | 3          | 558 | 19  | 188       | 4    | 105  | 4         | 4    | 5    |
| PHF         | .9         | .9  | .9  | .9         | .9  | .9  | .9        | .9   | .9   | .9        | .9   | .9   |
| Grade       |            | 0   |     |            | 0   |     |           | -2   |      |           | 0    |      |
| MC's (%)    | 0          |     |     | 0          |     |     | 0         | 0    | 0    | 0         | 0    | 0    |
| SU/RV's (%) | 0          |     |     | 0          |     |     | 0         | 0    | 0    | 0         | 0    | 0    |
| CV's (%)    | 2          |     |     | 2          |     |     | 2         | 2    | 2    | 2         | 2    | 2    |
| PCE's       | 1.02       |     |     | 1.02       |     |     | 0.91      | 0.91 | 0.91 | 1.02      | 1.02 | 1.02 |

#### Adjustment Factors

| Vehicle<br>Maneuver        | Critical<br>Gap (tg) | Follow-up<br>Time (tf) |
|----------------------------|----------------------|------------------------|
| Left Turn Major Road       | 5.00                 | 2.10                   |
| Right Turn Minor Road      | 5.50                 | 2.60                   |
| Through Traffic Minor Road | 6.00                 | 3.30                   |
| Left Turn Minor Road       | 6.50                 | 3.40                   |

## Worksheet for TWSC Intersection

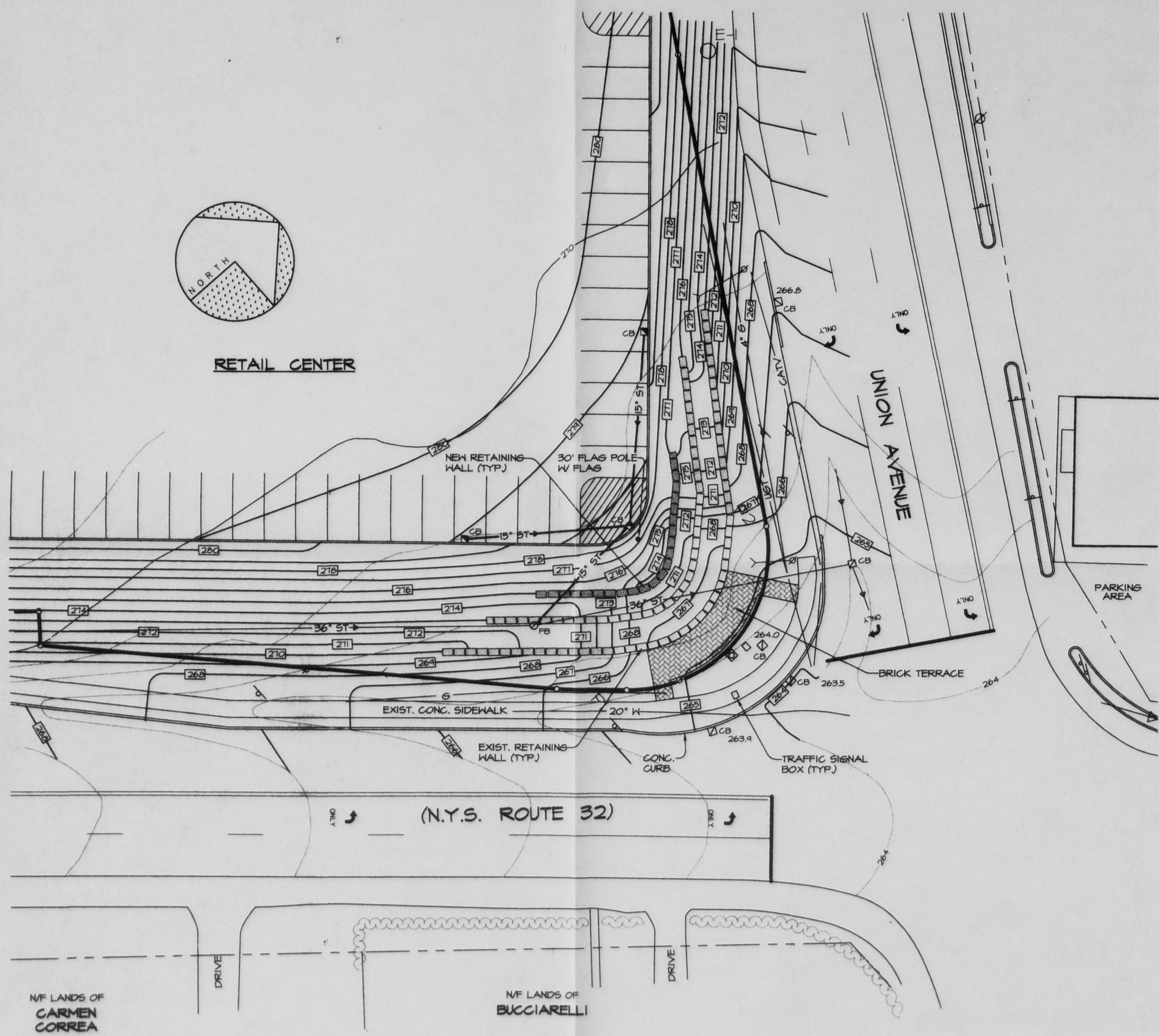
|                                                         |      |      |
|---------------------------------------------------------|------|------|
| Step 1: RT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 648  | 630  |
| Potential Capacity: (pcph)                              | 650  | 664  |
| Movement Capacity: (pcph)                               | 650  | 664  |
| Prob. of Queue-Free State:                              | 0.99 | 0.84 |
| Step 2: LT from Major Street                            | SB   | NB   |
| Conflicting Flows: (vph)                                | 651  | 641  |
| Potential Capacity: (pcph)                              | 839  | 848  |
| Movement Capacity: (pcph)                               | 839  | 848  |
| Prob. of Queue-Free State:                              | 1.00 | 0.81 |
| Step 3: TH from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1448 | 1442 |
| Potential Capacity: (pcph)                              | 190  | 191  |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.81 | 0.81 |
| Movement Capacity: (pcph)                               | 154  | 154  |
| Prob. of Queue-Free State:                              | 0.97 | 0.97 |
| Step 4: LT from Minor Street                            | WB   | EB   |
| Conflicting Flows: (vph)                                | 1498 | 1443 |
| Potential Capacity: (pcph)                              | 144  | 155  |
| Major LT, Minor TH<br>Impedance Factor:                 | 0.79 | 0.79 |
| Adjusted Impedance Factor:                              | 0.84 | 0.84 |
| Capacity Adjustment Factor<br>due to Impeding Movements | 0.70 | 0.83 |
| Movement Capacity: (pcph)                               | 101  | 128  |

## Intersection Performance Summary

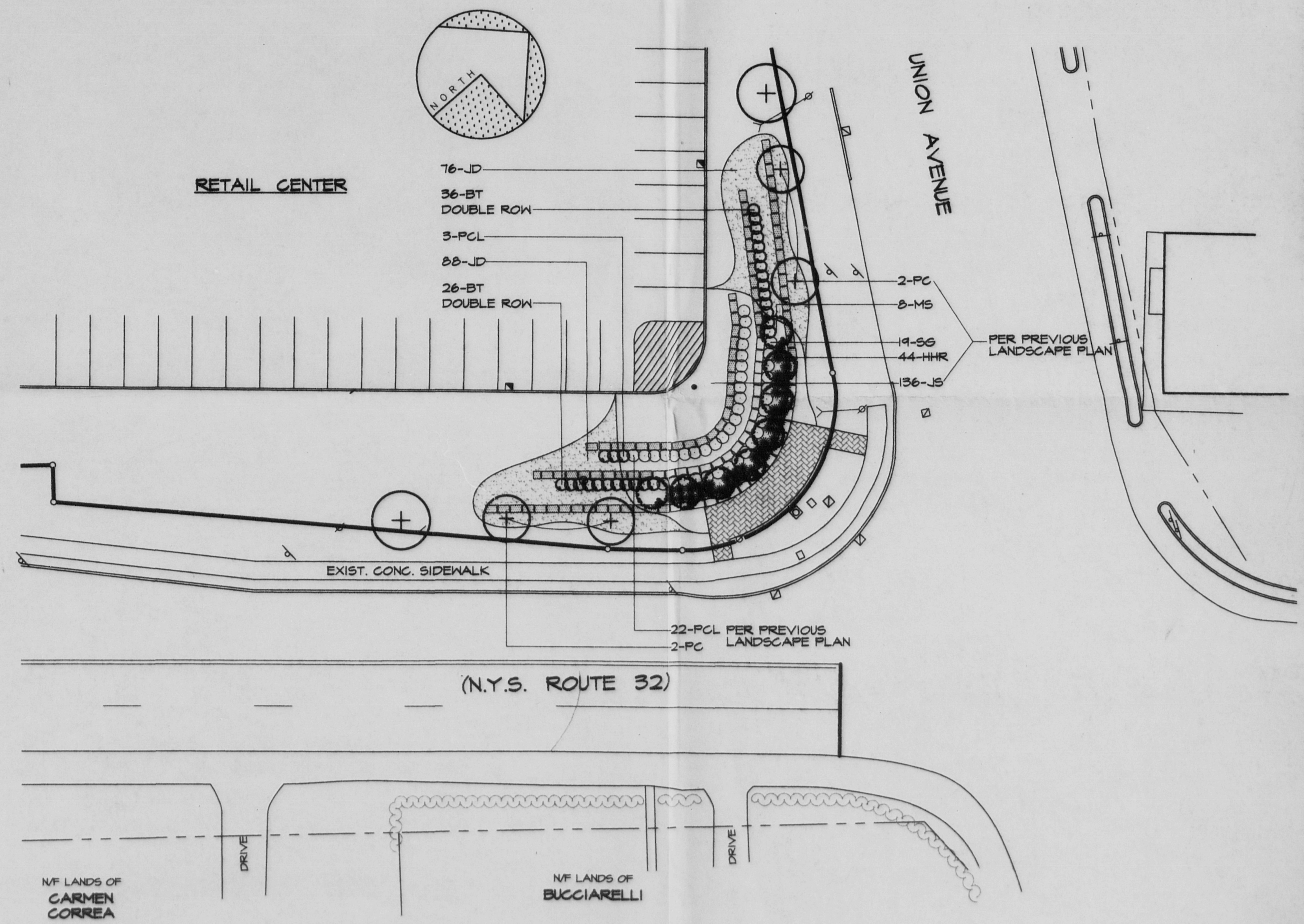
| Movement | Flow<br>Rate<br>(pcph) | Move<br>Cap<br>(pcph) | Shared<br>Cap<br>(pcph) | Avg.<br>Total<br>Delay<br>(sec/veh) | 95%<br>Queue<br>Length<br>(veh) | LOS | Approach<br>Delay<br>(sec/veh) |
|----------|------------------------|-----------------------|-------------------------|-------------------------------------|---------------------------------|-----|--------------------------------|
| EB L     | 191                    | 128 >                 |                         |                                     |                                 |     |                                |
| EB T     | 4                      | 154 >                 | 180                     | 368.3                               | 18.5                            | F   | 368.3                          |
| EB R     | 107                    | 664 >                 |                         |                                     |                                 |     |                                |
| WB L     | 4                      | 101 >                 |                         |                                     |                                 |     |                                |
| WB T     | 4                      | 154 >                 | 187                     | 20.8                                | 0.1                             | D   | 20.8                           |
| WB R     | 6                      | 650 >                 |                         |                                     |                                 |     |                                |
| NB L     | 160                    | 848                   |                         | 5.2                                 | 0.8                             | B   | 1.0                            |
| SB L     | 3                      | 839                   |                         | 4.3                                 | 0.0                             | A   | 0.0                            |

Intersection Delay = 68.3 sec/veh





| PLANT LIST |                                    |                  |          |                |                                  |
|------------|------------------------------------|------------------|----------|----------------|----------------------------------|
| KEY        | BOTANICAL NAME                     | COMMON NAME      | QUANTITY | SIZE           | REMARKS                          |
| BT         | BERBERIS THUNDERBOLT GRIMSON PYGMY | PYGMY BARBERRY   | 62       | 18-21" HT.     | 3 GAL. CONT. FULL, WELL BRANCHED |
| JD         | JUNIPERUS DAURICA EXPANSA          | PARSONS JUNIPER  | 164      | 18" - 24" SPD. | 3 GAL. CONT. FULL & DENSE        |
| PPC        | PYRACANTHA COCCONEA LOWBOY         | LOWBOY FIRETHORN | 3        | 18-24" SPD.    | 5 GAL. CONT. FULL & DENSE        |



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| ISSUE | REVISION | DATE |
|-------|----------|------|
|       |          |      |

Drawn By: WWJ  
Checked By:    
Scale: 1"=20'  
Date: 7-25-2005

Drawing: AMENDED LANDSCAPE PLAN - WINDSOR HIGHWAY / UNION AVE INTERSECTION  
Project: RETAIL CENTER FOR RPA ASSOCIATES, LLC  
WINDSOR HIGHWAY TOWN OF NEW WINDSOR, N.Y.

1 OF 1  
Project No. 9904